















AIR CORPS  
NEWS LETTER

— ISSUED BY —  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON

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Information Division  
Air Corps

January 25, 1932.

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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## RESUME OF MATERIEL DIVISION ENGINEERING ACTIVITIES FOR 1931

By Major C.W. Howard, Air Corps,  
Chief Engineer, Materiel Division.

**D**URING 1931, the Materiel Division has seen a slight curtailment of its original research program, since a larger portion of its effort has been expended on experimental projects coming from the aircraft manufacturers. This is explained by the adoption of a new policy in connection with experimental airplanes and engines. The industry is furnishing without immediate cost to the Government both complete airplanes and engines. The Division acts in an advisory capacity up until the time the airplane or engine is delivered for test. This system has the advantage over the old policy of contracting directly for an experimental airplane or engine in that it allows the projects to start at least one year earlier. It also has the advantage in utilizing and directing a large number of trained engineers throughout the aeronautical industry to military developments. An analysis of the expenditure of labor charge for personnel allotted to the Engineering Section shows the following:

Work in connection with experimental articles from the aeronautical industry: -	1930 - 26%	1931 - 38%
Research, experimental and development projects carried on at Wright Field:	1930 - 40%	1931 - 27%
Engineering in connection with service test projects:	1930 - 6.25%	1931 - 6%
Engineering in connection with standard equipment, which includes airplanes, engines, and their accessories, administered by Procurement Section of this Division:	1930 - 26%	1931 - 25%

Engineering on unsatisfactory performance reports submitted through Field Service Section:

1930 - 1.6%	1931 - 4%
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It will thus be seen that under the direct supervision of the Chief of Division, the Chief Engineer is charged with all projects involving technical control and administration. This involves the preparation and execution of experimental and service test programs; preparation of engineering data of various categories for circulation to manufacturers and Service activities, including specifications for airplanes, engines, and their accessories, as well as lighting equipment for airdromes, motor vehicle transportation peculiar to the needs of the Air Corps, and numerous minor projects not associating directly with the building of planes.

The experimental articles obtained from the industry include primarily airplanes and engines, but there are certain accessories that the Division can draw upon the manufacturers for, such as propellers, navigation instruments, engine instruments, and various items that have a commercial as well as a military application. The work of the Engineering Section on these items include planning, engineering supervision and administration, the preparation of specifications and requirements, the testing, and in many cases the redesign of the completed article. In the case of the experimental airplane, the general specification must first be approved. This is a document that transmits to the manufacturer any engineering detail, and the requirements of the Service as covered by the Directive initiated in the Office of the Chief of the Air Corps. The stress analysis has to check, and individual drawings must be approved before the airplane is submitted for test. Upon receipt of the airplane at the Division it undergoes what might be termed an X-ray analysis by a score of specialists. This is followed by the actual performance testing of the airplane. The same procedure applies to engines, propellers, and accessories.

There are numerous Experimental and Service Test airplanes on our books. These are in various stages of development and test. A few of them, such as certain Pursuit and Primary Training types, will die in the embryo stage. In some

instances the types are basically identical except for power plant and equipment. Examples of this are the XO-35 (Douglas) and B-7 (Douglas), the XA-9 and YP-24 (Lockheed Attack and Pursuit) and the PT-9 (Stearman), 10 (Verville), and 11 (Consolidated) with various engine combinations, but we must assign each a Type Number and designation in order to maintain the necessary engineering records of test and design data. From this amazing list of airplanes that have come from the industry as a result of direct Government purchases, the Air Corps has a group of airplanes that are now in the service test stage and under actual construction that are outstanding both from a standpoint of their present actual performance with existing engines and from their potential possibilities when the present engines are replaced with those that are now under development and which have lagged behind the airplanes for which they are intended. This position in regard to the airplanes themselves will enable us to devote a great deal more attention to refinements and maintenance problems this coming year than we have been able to do in the past. That is, I now can definitely state that we are through the transition stage from wood to metal. We now have all-metal structures to refine that are as far in advance of the Curtiss O-1 and O-2 as those airplanes were in advance of the DH-4 in 1925. Among the airplanes now undergoing construction for service test are the following:

The YP-24 (Lockheed) is a low-wing all-metal monoplane. Under certain conditions and using certain methods of rating performance, this airplane is considered to be the fastest two-seater airplane in the world, notwithstanding the fact that it is powered with a direct drive, non-supercharged engine. With the same engine installation and the addition of the side type supercharger, a still greater proportional increase in performance may be expected of the YP-24 up to and including all altitudes at which it will be called upon to function.

It is appropriate at this time to mention the fact that there are several methods of "attaining the maximum" in airplane performance. It is the practice of one nation to rate their engines and design their propellers for a normal and maximum r.p.m. This maximum r.p.m. (called by some the "Super-max") can only be utilized for periods not exceeding 5 minutes in level flight. Again, if it is desired to use the rated horsepower of the engine in the climb, the propeller pitch is increased, and an increased climb performance results. Several miles per hour in cruising speed in level flight may be thus sacrificed. The increased pitch results in an increase in airplane speed in level flight; the engine racing with a loaded propeller undergoes such stresses that it is unwise to keep it at full throttle for more than several minutes at a time.

To return to our airplane classification, the YP-16 (Beliner-Joyce) is a two-place Pursuit of conventional structure, and the first service test article will come out with the direct drive, non-supercharged V-1570 engine. Later, these engines will be equipped with the side type supercharger, or replaced by an entire new engine of slightly larger piston displacement and power.

The P-12-E (Boeing) is a refinement of the P-12D and differs only in the fuselage construction, which is metal monocoque. The P-12E will be used to service test the SR-1340, P & W "Wasp" engine with a 14:1 gear ratio on the supercharged blower which will increase the optimum altitude of the airplane from 7,000 feet to 10,000 feet. Concerning this airplane we can, without challenge, state that it has the highest rate of climb and is faster than any single-seater air-cooled Pursuit type in the world.

There is also a P-12D now under test with a geared SR-1340E engine. The advantage of the geared propeller has been definitely proved abroad and in some installations here at the Division. However, it now appears we have a problem of propeller design before us in applying it to the P-12. Tests indicate a loss of 20% of the rate of climb with little or no gain in high speed with propeller blade settings that develop the rated engine horsepower in level flight.

The P-6E (Curtiss) which is a refinement of the P-6 is in the same category as the P-12E (Boeing). It is simply a standard type with a few refinements. Provision is being made for the installation of the side type supercharger which will enable it to meet the requirements for a high-speed, high-altitude, single-place Pursuit airplane. This will be followed shortly by the XP-23 which is now under construction and is similar to the P-6E except for a geared engine.

The XO-35 (Douglas) is now at the Division. This is the sister ship to the B-7 (Douglas) except for geared engines. The service test articles will have a smooth skin fuselage, and it is possible that the gull wing will be replaced by a straight wing. Wind tunnel tests are now in progress and it is hoped to gain an increase in speed.

A service test quantity of the YO-31's (Douglas) will be ready early this coming year. Like the YO-35 (Douglas), they will have the smooth skin fuselage covering which, with other minor changes over the airplane now at the Division, should increase performance. On the other hand, the O-31 (Douglas) was laid down around a 600-h.p. engine, and with the thought of an engine developing 700 h.p., so that it can be expected to obtain the same increase in performance with this series as we have with the O-1 series through minor refinements and increase in power.

The outstanding development for military airplanes is the B-9 (Boeing). Two of these airplanes are now on the flying line undergoing performance tests with a view to obtaining data upon which the final decision for the power plant can be made. This is a case where the geared, Prestone-cooled V engine is pitted against a worthy opponent. The Pratt & Whitney "Hornet" in one of these airplanes is geared and supercharged, and the preliminary high speed run gave astounding results when compared with the performance of the following foreign planes, whose speeds are quoted for your information. The Italians have a heavy Bomber with a high speed of approximately 140 m.p.h., while the British and French standard Bombers with similar bomb loads are in the 110 m.p.h. range. The Vickers Company in England has a Bomber with fully supercharged Rolls-Royce Kestrels, which is in the experimental stage, which has a high speed of 137 m.p.h. at 10,000 feet, and Boulton & Paul's latest model of the Sidstrand, with fully supercharged Bristol air-cooled engines, has a high speed of 167 m.p.h. at 11,000 feet. The B-9 is manufactured by the Boeing Company; is all metal, has a retractable landing gear and many novel features.

The service test Training airplanes have all proven to be a great improvement over the PT-1, two new types being especially satisfactory - the YPT-11 (Consolidated) and the YPT-10 (Verville). The matter of a suitable power plant, however, has complicated this development. The original idea was to use a low powered cheap engine. All available engines of the 150-horsepower class were tested, but none have proved satisfactory to the Training Center. This was partly due to inherent characteristics of the engines and partly due to the fact that light commercial trainers which would give the desired rate of climb with a 150-h.p. engine were unsuitable for use as military trainers. Engines of 200 h.p. (Kinnors and Lycomings) were recently installed in these airplanes, and the final selection of an engine will be made at an early date.

It is the policy to depend upon commercial types for Transport purposes, and there are a number of these airplanes on service test. The most promising of these is the Fairchild 100, reworked for the Air Corps by the American Airplane and Engine Corporation. The Ford has also been accepted by the Service as meeting requirements. Experience with Training and Transport airplanes indicate that the application of commercial types for military purposes is extremely limited, nor is it likely that these would be successfully converted in emergency to combat types.

For Attack the Division has a service test order of an XA-8 (Curtiss). This airplane has met the requirements of the Specification in practically every respect. From a technical standpoint it is difficult to draw definite conclusions as to the merits of slots and flaps. The XA-9 (Lockheed), a sister ship to the YP-24, will not have them, so that there will be an opportunity for comparisons. The XA-9 is coming out direct as a service test article owing to its similarity to the YP-24. This development represents a record in the time required for the conception and design of an experimental and service test article.

Experimental work on power plants other than that connected with a group of engines procured for service test has been largely limited to devices and accessories. Development of a 1,000-h.p. engine, however, has been prosecuted. Many of the service test engines are designed for the use of Prestone for cooling, and incorporate centrifugal superchargers.

The fuel injection system, a means of increasing both the power and efficiency of conventional engines, make it possible to do away with the carburetor entirely. This project has progressed very satisfactorily from a technical standpoint and is still under test on both air-cooled and liquid-cooled engines.

The development of special fuel is being continued, with the object of developing substitutes for tetra-ethyl lead. It is gratifying to be able to announce that our expectations in connection with the acceptance of special fuel by the commercial industry is far more than we had anticipated. Certain of the aircraft corporations engaging in transport service have installed "knock-testing" equipment and are specifying fuel of much higher rating than a year ago. The refiners are, on their own initiative, specifying a minimum limit of knock rating which corresponds to the best fuel obtainable two years ago. If you will notice, fill-

ing stations advertise 72 octane fuel for automobiles. We have not tested these products, but at least it is very encouraging for the Division to see its work in this connection reflected in the automobile industry as well as the aircraft industry, for in a time of emergency it will be a tremendous advantage. In this connection, it is to be noted that leading engine manufacturers in Great Britain and France have gone on record stating they cannot possibly compete with the engine development in America unless they go to ethyl fuel.

Considerable attention is being directed to the possibility of substituting battery ignition for magneto ignition, as an analysis of unsatisfactory performance reports and experience with equipment during the annual maneuvers point to the magneto as causing more trouble than any other single item of equipment. Moreover, the use of radio on practically all types of airplanes and the more extensive use of supercharged engines, the requirement for night flying equipment, and electric starters, all require a source of direct current.

A new type of fuel pump has been developed and tested and is being specified for airplanes now being built on current contracts. This pump (Romec) is adapted to remote drive, thereby making possible an installation that will insure gravity feed to the inlet in many airplanes and a minimum lift in all cases.

It is desired to reduce the size of Prestone radiators. For years it has been the practice to use a core depth not exceeding nine inches. With higher speeds and greater temperature differences it appears feasible to reduce the cross section area by increasing the depth of the core but first it is necessary to obtain tubes of greater lengths, as this product has long been manufactured best to meet the requirements of the automobile. During the past few months the entire industry has been circularized, with the result that the desired product will soon be forthcoming.

Evaporative cooling for water-cooled engines has become an actuality in England which has resulted in a saving in weight and flat plate area in the order of 20 percent. This is being given serious consideration in the Division.

Ramming manifolds, which make possible the transformation of velocity to pressure on high speed airplanes, are being designed for many of the experimental and service test airplanes. This affects the carburetor settings, however, so that a new setting has to be worked out for each installation.

The effect of oil viscosity on piston sticking and oil cooling is being studied in view of using oils of lower viscosity than are now used. There are many minor investigations which include fuel lines, engine controls, and various accessories in addition to the calibration and testing of engines. The refrigeration installation in the Power Plant which is nearing completion will make possible the testing of supercharged engines under the same condition of temperature and pressure as encountered at high altitudes.

Under materials and processes the Division has a new carburetor alloy that is practically immune from the white powdery deposits that have caused so much trouble in carburetor screens in the past. Investigations of the fatigue resistance of propeller alloys at both normal and sub-zero temperatures have resulted indirectly in improving the quality of our propellers.

The funds allocated to the development of equipment and aircraft accessories are being devoted mostly to the problem of navigation equipment. Blind flying instruments and equipment for fog landing constitute the most important projects of the Equipment Branch. There is, of course, the continuation of night photography projects, projects in connection with the refinement and improvement of the present seat-type parachute and flying clothing.

The Sperry artificial horizon and the gyro compass were inherited from the Guggenheim researches. These instruments have been under test for over a year and are now being released as standard. This equipment has not reached the stage of perfection desired, but it is felt that more rapid progress can be made toward the elimination of faults by giving it to the Service at this time.

For fog landing there are the sonic altimeter and the sensitive altimeter, the latter a development of the conventional type altimeter which may be useful for landing through fog on an airport when the ground barometer reading is transmitted to the airplane by radio. This instrument also may be useful for precision bombing and photography. For airdrome installation the Loth system is progressing satisfactorily. A model has been completed and tests so far have shown that the inventor's claims can be substantiated. A full-scale installation is under way.

For radio there are now three command sets, - Western Electric, R.F.L., and the SCR-167. The latter is a receiver only. The two former sets provide for both transmitting and receiving, with a total weight of less than 50 lbs., including

power supply. The Western Electric and the R.F.L. can be used for picking up weather reports by the insertion of a special coil. The SCR-167 has sufficient range of kilocycles to permit picking up commercial stations. The range in miles with the command set is in the order of 50 miles under favorable conditions. The requirement is 15 miles.

The new B-10 two-piece flying suit is a distinct advance over anything we have had in the past.

Controllable pitch Propellers are under service test and results are promising. There are in addition the Automatic propellers in which the pitch angle is automatically set. The advantages of the reduction propeller gear on aircraft performance has been shown to be in the range of 8 and 10 miles per hour for certain types of airplane. Owing to the reduction of propeller speeds, however, the propeller diameter or the number of blades from two to three must be increased. This introduces the problem of increase in weight, to meet which magnesium alloy and hollow steel blades have been under development. The magnesium alloys most suitable for this purpose have been found in Germany, but it is expected that our domestic manufacturers will meet the quality of the German product within the year.

In addition to the work on propellers, the Aircraft Branch is carrying on the stressed-skin all-metal wing development which will form the basis of wing design on two of the new experimental airplanes.

Stainless steel structures are being investigated in view of adapting the spot welding process to the fabrication of these structures. There are developments on skis, wheels, and tires. The streamline tire has been shown to have considerable merit. On the O-31, tests indicate that with this type of tire and wheel the pants with which this airplane is equipped can be removed without an appreciable loss in speed. The gain in speed, by the way, due to pants or streamline on wheels is in the order of 3 to 6 miles per hour for airplanes with a high speed in excess of 150 miles per hour.

All work pertaining to unsatisfactory performance reports has been placed on first priority during this last year, and it is believed that this policy, together with the diligent effort toward the improvement of airplanes, power plants and accessories, must lead to noticeably improved equipment throughout the Air Corps in the year to come.

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#### GENERAL FOULOIS TAKES OATH OF OFFICE AS AIR CORPS CHIEF

The pioneer Army aviator who, over twenty years ago, when a Lieutenant in the Signal Corps, practically learned the art of flying by himself, is now Chief of the Army Air Corps - Major General Benjamin D. Foulois. The press of the country, touching on General Foulois' recent appointment to succeed General Fechet, were unanimous in the thought that it was particularly fitting that this veteran flyer, who grew up with Army aviation, should be the leader of the Air Corps.

General Foulois, whose military history is well known to Army personnel as well as to those interested in aviation, took his oath of office as Chief of the Air Corps on December 22, 1931. In extending to General Foulois his best wishes for a successful tour of duty as chief of the finest corps in the world, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, remarked that he felt perfectly confident that under the General's inspiring leadership the Air Corps would be one of the leading factors in the country's national defense.

General Foulois, expressing his appreciation to Mr. Davison for his good wishes, stated: "I wish to assure you that I shall endeavor in the next four years to live up to the reputation that has been established by my predecessor and give to you and the Army loyal and efficient service. It shall be my endeavor at all times to work to build up the Air Corps in the interests of the national defense and make it a credit to the Army and worthy of the high ideals which have inspired our Army pilots."

It goes without saying that the entire Air Corps feels that the General will do his utmost to live up to his "platform" and that they extend to him their best wishes for a successful tour of duty as their Chief.

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The 91st Squadron, Crissy Field, Calif., is now entirely equipped with O-25C's, the last ones having just recently been received from the Douglas Plant at Santa Monica, Calif. Practically all defects present in the O-25a's were remedied in the new ships, and all pilots in the Squadron swear by the "C's."

## THE 1931 CHENEY AWARD



Two outstanding acts of valor performed by Army Air Corps personnel during 1931 were of such a high order and equally meritorious that the Board of Air Corps officers, convened to make recommendations as to the disposition of the Cheney Award for that year, reached the decision that it be given to two heroes of military aviation activities - to the late Lieut. Robert D. Moor (posthumously) and to Private John B. Smith.

The conduct of Lieut. Moor was that of "noblesse oblige" of an officer pilot toward an enlisted passenger dependent upon him for security. During a flight, when his plane became disabled, Lieut. Moor, disregarding his own safety, managed to keep it under control long enough for his passenger to jump with his parachute

but too late to save himself.

With Private Smith it was a case of loyalty and devotion towards an officer of his service. Trapped in the burning wreckage of a crashed plane, the helpless pilot was released therefrom only through the valiant efforts of this enlisted man, who slid headfirst into the blazing cockpit and unfastened the pilot's shoe which was tightly wedged in the rudder bar.

Each year the Cheney Award is given the officer or enlisted man of the Regular Army Air Corps or Air Corps Reserve performing the outstanding act of valor, or extreme fortitude or self-sacrifice, in a humanitarian interest in connection with flying. The award consists of a plaque, a certificate of award, and a substantial cash contribution or other gift or gifts at the discretion of the Board.

Established in 1927 in memory of 1st Lt. Wm. H. Cheney, Air Service, killed in an air collision at Foggia, Italy, Jan. 20, 1918, announcement of the award is made each year on that anniversary. The donors of the award fund are Mrs. Mary L. Scofield, of Peterboro, N.H., and Mrs. Thomas W. (Ruth Cheney) Streeter, of Morristown, N.J., mother and sister, respectively, of the late Lieut. Cheney.

The specific acts performed during the past year which the Board considered as meriting the Cheney Award were as follows:

Lieut. Robert D. Moor, Air Corps, on duty as Regular Army Instructor of the Michigan National Guard Air Unit, was leading a 3-ship formation, Aug. 23, 1931, when a sudden "bump" of air caused one of these planes to strike Lieut. Moor's plane, disabling the tail group and throwing it partially out of control. The shock of the collision threw the enlisted passenger down into the cockpit. When he regained consciousness he was dazed and frightened. Repeatedly ordered by Lieut. Moor to jump, the passenger finally did so when the plane was at an altitude of only several hundred feet. With the loss of weight in the tail of the plane, it started diving to the ground. It was then too late for Lieut. Moor to escape the crash. The passenger landed safely with his parachute. The collision occurred at an altitude sufficiently high to have enabled Lieut. Moor to make a safe parachute jump had he elected to leave his passenger to his fate.

For this act of self-sacrifice, Lieut. Moor was recently awarded the Distinguished Flying Cross posthumously. The Cheney Award plaque and the citation certificate will be presented to his next of kin, his mother, Mrs. Agnes W. Moor, of Holland, Ohio. In pursuance to a previously expressed wish by her, a modest memorial will be erected to her son's memory.

Private John B. Smith, Army Serial No. 6360521, then a member of the 90th Attack Squadron at Fort Crockett, Texas, was working on January 27, 1931, in the target supply house as a member of the target range detail, when he observed a low-flying airplane approaching towards the building. Shouting a warning to two fellow soldiers working with him, he escaped from the building as the airplane crashed into it and then fell to the ground, bursting into flames. The observer in the plane was thrown out, but the pilot, Lieut. C.W. Causey, Air Corps Res., was unconscious and still in his cockpit. Although dazed through being struck by flying debris and injured when an ammunition box dropped on his foot, Private Smith went to the pilot's rescue. Finding that the pilot's shoe was jammed in the rudder, Smith slid into the cockpit and unfastened it. The pilot's

clothes were already ablaze. Smith and one of his companions then lifted the still unconscious pilot from the wreckage. For this act he was awarded the Soldier's Medal last July. He is now a member of Flight "B," 16th Observation Squadron, at Fort Benning, Ga. His home is at Winnfield, La. Besides the plaque and the citation, he will be given a substantial award of cash.

There was no Cheney Award made for 1930, as the several acts of heroism for that year in connection with military aviation did not measure up to the standard of previous acts for which the award had been made. Previous winners of the award were Master Sergeant Harry Chapman, for conspicuous bravery in the airship "Roma" disaster of February, 1921, this award, the first made, being in 1927. In 1928, Lieut. Uzal G. Ent received the award for his heroism during the National Elimination Balloon Races when he rode down a burning balloon, after it had been struck by lightning, in an attempt to save his companion, Lieut. Paul Evert. In 1929, Lieut. Wm. A. Matheny received the award for rescuing a companion, Lieut. Dwight Canfield, from the burning wreckage of their bombing plane which had crashed in the Nicaraguan jungles while enroute to Panama.

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#### COLONEL WESTOVER RECEIVES PROMOTION

Lieut.-Colonel Oscar Westover, Air Corps, was appointed Assistant Chief of the Air Corps with the rank of Brigadier-General for four years beginning January 13, 1932, with rank from December 22, 1931, to fill the vacancy created through the retirement of Major-General James E. Fechet as Chief of the Air Corps and the appointment of Brigadier-General Benjamin D. Foullois as Major-General and Chief of the Air Corps. General Westover has been relieved from duty as instructor at the Command and General Staff School, Fort Leavenworth, Kansas, and is under War Department orders to report to the Office of the Chief of the Air Corps for duty on February 1, 1932.

General Westover was born at West Bay City, Mich., July 23, 1883. After graduation from High School, he entered the Army, serving for a brief period as an enlisted man in the Engineers until he was appointed to the Military Academy. Graduating in 1906 and commissioned a 2nd Lieutenant in the Infantry, he served in this grade for five years, as 1st Lieutenant for another five years and as Captain for one year, being transferred to the Signal Corps in September, 1917, with the temporary rank of Major, after having served at the Military Academy as Assistant Professor of Drawing. In March, 1918, he was placed in charge of the Signal Office at the Port of Embarkation at Hoboken, N.J.

For the remainder of the War until the present time, his duties have been as follows:

June, 1918, in charge, Storage and Traffic Department, Bureau of Aircraft Production. Promoted to Lieut.-Colonel, Air Service, August 14, 1918.

Nov. 19, 1918, to June 30, 1919 - Assistant Executive, Bureau of Aircraft Production, Washington, D.C., and then in Office, Director of Air Service, Washington, D.C., during which time, May 24, 1919, he received emergency promotion to Colonel, Air Service.

July, 1919, to October, 1930, Executive, Air Corps, Washington, D.C., and Chairman, U.S. Claims Board, during which tour of duty he relinquished his wartime rank of Colonel and reverted to his Regular Army status of Major.

Attending the Balloon School at Ross Field, Calif., in 1921 and the Airship School the following year, he received in turn the rating of Balloon Observer and Airship Pilot. He won the National Elimination Free Balloon Race at Milwaukee in June, 1922, and, as a result, was the Army entrant in the International Balloon Race at Geneva, Switzerland, in August of that year.

In 1922 he was Director of Aircraft Production in Washington. In 1924 he graduated from the one-year course at the Advanced Flying School, Kelly Field, receiving the rating of Airplane Pilot. Several years later he was rated as Aerial Observer.

In 1924 he was Executive Officer at Langley Field, Va., later in that year becoming the Commanding Officer of that post and the Commandant of the Air Corps Tactical School which was then located there. After two years in this post, he entered the Tactical School as student, graduating in 1927. His next school tour was at the Command and General Staff School at Fort Leavenworth, Kansas, from which he graduated in 1928, being retained as a member of the faculty there.

In January, 1930, he received his promotion to Lieut.-Colonel. In addition to the four aeronautical ratings he holds, General Westover was awarded the Distinguished Service Medal for meritorious wartime service.

## NEW FOG-LANDING SYSTEM INSTALLED AT MATERIEL DIVISION.

Two years ago, Lieut. James H. Doolittle, U.S. Army Air Corps, working with the Guggenheim Fund for the Promotion of Aeronautics, demonstrated the possibility of bringing an airplane safely down on a landing field in dense fog. The cockpit of his plane was hooded, his sole dependence being placed upon his instruments. He was "landing blind." Concluding his report upon his feat at the time, Lieut. Doolittle said: "Although the results of these tests showed conclusively that it is possible to land by instrument alone, the procedure is still in a highly experimental state and it now remains for some interested agency to continue the tests and develop this or some improved process to a point where it is commercially applicable."

Since the World War, the Materiel Division of the Army Air Corps, which cooperated with Lieut. Doolittle in these tests, had been an interested agency in the development of instruments and equipment to make aviation practicable in fog and bad weather. The radio beacon is an example of one of its commercially applicable projects. In the past few years it has placed special stress on by far the most difficult phase of the problem--blind landing. It is quite natural, therefore, that the Materiel Division should be the seat of the first experimentation in this country with a new system for the solving of blind landing problems which holds more than the usual amount of interest and promise.

Conceived originally by Societe Industrielle des Procèdes Loth of France and known as a system of energized cables for landing aircraft in fog, two installations were made by the Air Corps, with the American Loth Corporation cooperating, at Patterson Field, Dayton, Ohio, in May, 1931. Flight tests by Air Corps pilots carried out over these cables were the first ever made in any country for any installation of this kind.

The installations consist of a series of cables laid in concentric circles beneath the surface of the airdrome and energized by low frequency currents. Through the electric currents a magnetic field is established within a definite radius of the airdrome, extending five miles from the center. The pilot upon entering this magnetic field with ground, horizon, and sky shut off from view, may be informed by a combination of distinctive audible and visual signals, first, when he is in the vicinity of the airdrome and the direction to its center; second, when he has crossed the boundary of the landing field; third, when he has come above the landing area; and fourth, when he has descended sufficiently low over that area to level off and land. That is, as far as five miles from the center of the airdrome he will pick up in his earphones a distinctive dash-dot-dot signal (Morse letter D). This will inform him that he is within the vicinity of the airdrome but outside the limits of its boundary lines. At the same time, should he be headed toward the center of the airdrome, an indicator needle placed on an instrument board dial will point to zero, while should he be headed to the left or right of it, the needle will swing to an "L" or "R" reading. Keeping the needle on the zero reading will bring him toward the center of the airdrome from any direction of approach. Shortly he crosses the boundary line. The signal in the earphone changes to an uninterrupted dash sound quite different from the one he has previously heard. A dot-dot-dash signal (Morse U) indicates that he has crossed the field boundary and is within the field, approaching the landing zone. Crossing the boundary of the field he has nosed down gradually. As he comes within the area in which he should level off for landing, the signal again changes, featuring a sharp "dot-dot" (Morse I) which becomes sharper as he nears the ground. Hearing this he knows it is time to pull slowly back on the stick for contact with the ground. These indications are clear, distinctive and unmistakable as picked up in the earphones and may be heard to a height of 3,000 feet.

Of the two installations in operation at Patterson Field, one is a working miniature of the complete system, 1/50 of the full size. It has proved most useful for demonstration and experimental purposes. Just as in wind tunnel practice, great amounts of money have been saved by performing experiments on small-sized models, so this miniature will permit of the study of modifications and experimental changes at small cost. A small car or airplane equipped for the reception of signals is moved around one installation for exploring the electrical pattern in space. The full-size installation is at present but partially complete. It consists of the two outside cables enclosing an area 3,000 feet in diameter. The distance between the two cables is 150 feet. The cables, necessary to energize the leveling and landing surface of the field, are expected to be laid later. From indications obtainable with the outside cables, the pilot is informed of his



approach to the field, the direction to the center, and the crossing of the boundary line into the field. Many successful tests have been flown with this equipment, and Materiel Division pilots have evinced great interest in it.

Although audible signals in aircraft usually are suggestive of radio, the system under discussion is purely electro-magnetic in nature, lacking the need of the delicate adjustments necessary for radio and possessing all the advantages of the ruggedness of construction possible with purely electrical installations. The cables are energized by means of an alternating current at an audio frequency between 500 and 3000 cycles per second. The current generated passes through balancing units and keying devices, then is fed through the cables, the variations of current and keying giving the changes in signal described. Reception in the airplane is obtained by means of two loops mounted on the aircraft through which current from the magnetic field passes. The current thus set up in the loops is amplified by means of an ordinary audio amplifier and transmitted to the earphones and visual indicator. One loop is placed in a horizontal position in the airplane, giving the audio signals, the other is placed vertically along the longitudinal axis and gives the directional visual indication. The visual indication results from the fact that when the plane is flying toward the center of the circles the vertical loop is parallel to the lines of magnetic force and no current is set up. When the plane heads away from the center, magnetic lines of force will cut the surface of the loop and current will be induced.

If the pilot wears a standard radio helmet, the throwing of a switch as he nears his destination will cause the transfer from cross-country radio to landing cable reception in the earphones. The system is simple from the point of view of operation and maintenance, and due to the low frequency, static and ignition noises which are inimical to radio are not problems of electro-magnetic installations.

Should the new system continue to hold its present promise through the tests and further development planned by the Air Corps, a solution of one of the most serious problems of the air, that of flying and landing under low visibility conditions may result, a solution that may be applicable to the general airdrome and practicable for the use of the general aircraft pilot.

Recently the Liaison Committee on Aeronautical Radio Research held a meeting at Wright Field at the invitation of the Air Corps, the members witnessing a demonstration of the miniature and making flights over the full-scale installation.

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#### DAYTON TO WASHINGTON IN 86 MINUTES

Flying in bitter cold five miles high, on the wings of a 70-mile wind, Capt. Reuben C. Moffat, Air Corps, on January 18th, flew from Wright Field, Dayton, O., to Bolling Field in 86 minutes, at an average speed of 266 miles an hour. Capt. Moffat had to take oxygen from a flask throughout the flight, which was made to test the power plant of a new Curtiss P-6D Army Pursuit plane. Although Captain Moffat required but 86 minutes to make the trip from the time his wheels left Wright Field until they touched Bolling, he took 20 minutes to climb to the 25,000-foot level at which the flight was made. The temperature there averaged 28 degrees below zero Centigrade.

Captain Moffat was able to locate Washington while over the Blue Ridge Mountains and began dropping from his five-mile height while still 50 miles away. His plane, just adopted for Army Pursuit work, is powered with a 660-horsepower liquid-cooled engine, driving a geared three-bladed propeller. The engine is highly supercharged for altitude flying.

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#### FOOD DROPPED FROM BOMBERS TO SHIVERING INDIANS

Six Army Bombing planes from March Field, Calif., took the air January 17th on a mission of mercy to snowbound Navajo Indians in the district of Winslow, Arizona. By noon, 10,800 pounds of rations had been dropped at widely separated points and the work continued. The hungry and shivering red men rushed eagerly to each spot the instant the bundles of provisions struck the snow-covered earth. The parcels were torn open with ravenous haste and their contents distributed. Each plane carried 900 pounds of food, divided into ten bundles of equal weight, the packages containing beans, flour, sugar, salt pork and dried fruit.

It was stated that delivery of additional supplies would be slower as the more remote settlements were visited. The delivery of food on Jan. 17th followed survey flights in which "distress points" were designated over the reservation, and experiments were conducted in dropping food. It soon became plain that the bundles must be wrapped in many thicknesses of heavy paper and burlap.

## COLONEL ARNOLD ASSUMES COMMAND OF MARCH FIELD

"With the arrival of Lieut.-Colonel Henry H. Arnold and family at March Field, Riverside, Calif., we find the Commanding Officer's quarters once more occupied and the driver's seat in Headquarters well filled," says the News Letter Correspondent. "The well known Arnold smile has beamed down upon many old acquaintances, as well as a large number of new ones. A reception, dinner, and dance held in the Officers' Club in honor of Colonel and Mrs. Arnold successfully opened up the winter season of local entertainment."

Major Carl Spatz, who was succeeded by Colonel Arnold as Post Commander, has actively taken over command of the First Bombardment Wing and is welding into shape the newly organized 7th Bombardment Group and 17th Pursuit Group.

Both Groups are steadily increasing their quota of airplanes and equipment by ferrying; the 7th Bombardment Group, commanded by Major Joseph T. McNarney, drawing its planes from Langley Field, Va., and the 17th Pursuit Group, commanded by Captain F. O'D. Hunter, from the Boeing Aircraft Company in Seattle, Washington.

The training of these Groups has been somewhat hampered by lack of equipment, but very satisfactory results are being obtained with the airplanes on hand. No loss of flying days has been caused by weather conditions, although plenty of cold weather was experienced, including light snow - which, of course, is very unusual for March Field and Southern California.

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## RELEASING DEVICE FOR GIANT 'CHUTE

Major E. L. Hoffman, in charge of the Parachute Branch, Materiel Division, Wright Field, reports the development of a quick releasing device by which, when he is running drop tests on the 80-foot triangular parachute with weight, the weight upon striking the ground automatically releases the parachute which collapses immediately without dragging. Since the fabric of the 80-foot 'chute is liable to injury in being dragged, and since any mere man or group of men who tried to stop it by catching at the shroud lines were liable to injury also, some such device was considered highly necessary.

The device is a simple pole arrangement which extends through the bottom of the weight, and upon striking the ground is pushed up through the weight, releasing a pin which holds the parachute. In a former test, Major Hoffman and his automobile had to be untangled from the shroud lines of the giant 'chute as from a web.

In the last test, the parachute, greatly strengthened in design, withstood a drop with a 1400-pound weight suspended, for the first time without the slightest evidence of failure. Further tests are planned in which a delayed opening with the 1400-pound weight will be made. This will produce the greatest shock ever attempted on any parachute known.

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## TWO OFFICERS DIE IN CRASH OF BOMBER

There have been some fatal airplane accidents in the Philippines since Air Corps units have been stationed in these Islands, but, it is gratifying to note, they have been few and far apart. January 14th, however, was one of those unlucky days, and the crash of an Army Bomber proved fatal to 1st Lieut. Raymond Zettel and 2nd Lieut. Elmer L. Meguire.

At 5:30 in the morning, Lieut. Zettel was piloting a B-3A Bomber during the course of the Philippine Department maneuvers, with Lieut. Meguire and three enlisted men as passengers. When about three miles north of Malabon, Rizal, P.I., the right motor ceased functioning and the heavy Bomber landed in a mud bank. Fate was kind, we are glad to say, to the three enlisted men - Staff Sgt. Albert Norich, Corporals William B. Plockman and James G. Lambert, who were slightly injured. The fact that the two officers lost their lives through drowning leads to the belief that it was just one of those strokes of misfortune that the malfunctioning of one of the motors occurred at a time when the plane was flying over a locality devoid of a safe landing spot.

Lieut. Zettel was born at West Branch, Mich., March 6, 1894. After graduating from Champion College and attending the University of Detroit for two years, he enlisted as a Flying Cadet (Private, 1st Class, Aviation Section,

Signal Enlisted Reserve Corps) on November 15, 1917, and was called to active duty on December 29th of that year, being sent to the ground school at the School of Military Aeronautics, Austin, Texas. Upon the completion of his ground training at Austin, he learned to fly at Call Field, Wichita, Texas, and Wilbur Wright Field, Dayton, Ohio. He was then ordered to duty overseas and received advanced Pursuit training at the Training Center at Issoudun, France. Later he served with the Army of Occupation in Germany from January to July, 1919.

Following his return to the United States, Lieut. Zettel saw duty on the Mexican Border with the famed Border Patrol, and later served a year in the Infantry. He subsequently transferred back to the Air Corps, taking a refresher course in flying in 1922. After service with the 3rd Attack Group, when it was at Kelly Field, Texas, he served four years as Chief of the Armament Branch, Engineering Experimental Section at McCook Field and at Wright Field, Dayton, Ohio, being transferred to duty in the Philippines in June, 1930.

Lieut. Zettel had about 2500 hours in the air and held the ratings of Pilot and Observer. His home town was given as West Branch, Mich. He is survived by his wife and two children, a boy of eleven and a girl of four years of age.

The Air Corps was not afforded much of an opportunity to become acquainted with Lieut. Meguire, since he was only a bona fide member of this branch of the service since December 22, 1931. The deceased young officer was born in Ohio, June 4, 1905. He graduated from Portal, N.D., High School in 1922. He enlisted in the Army January 25, 1926, and served as a member of the Signal Corps Detachment until June 30th of that year, when he was appointed a cadet at the United States Military Academy. After his graduation, four years later, he was commissioned a 2nd Lieutenant in the Signal Corps. He was detailed to the Air Corps for flying training, and graduated from the Advanced Flying School, Kelly Field, Texas, October 10, 1931. Immediately thereafter he was assigned to duty in the Philippines

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#### A LITTLE "DOPE" ON WAR TIME FLYERS

Serving with the Air Corps at the present time are eight officers who, by virtue of having achieved five or more victories in aerial combat during the World War, carry the unofficial designation of "Ace." The leading "Ace" now in active service is Lieut. John S. Griffith, a member of the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., who is credited with nine victories. Due to the fact that Lieut. Griffith's service during the war was with the British Royal Air Force, he was not listed among the American "Aces."

Captain Frank O'D. Hunter is credited with eight victories; Captain Arthur E. Easterbrook and 1st Lieut. Martinus Stenseth with six each; Captains Clayton L. Bissell, Harold H. George, James A. Healy and Victor H. Strahm with five each.

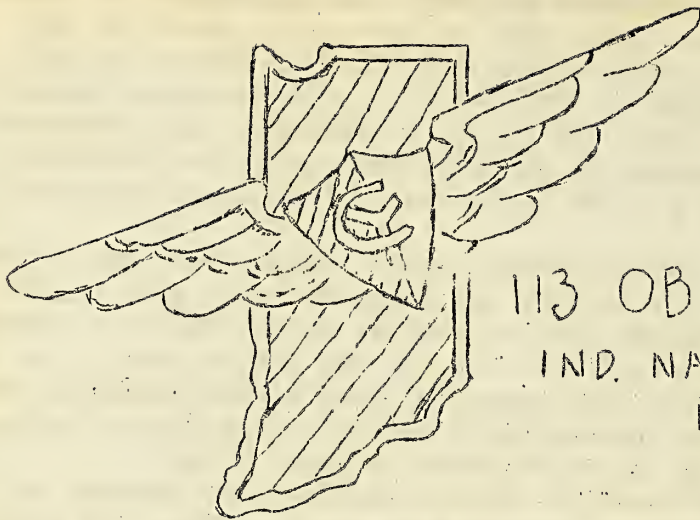
Officers still in the service who are credited with four victories are Captain Russell L. Maughan and 1st Lieut. Leo H. Dawson. The unfortunate death in an airplane crash on July 15, 1930, of Captain Frank B. Tyndall, removed him from this little group.

Major Carl Spatz, Captains Christopher W. Ford and Thomas M. Jervey are credited with three victories each. The last named officer is a member of the Ordnance Department, but is on duty with the Air Corps as Ordnance Officer at Kelly Field, Texas.

Officers credited with two victories each are Majors John F. Curry, John N. Reynolds, Captains Benjamin F. Giles, George C. Kenney, Edward M. Morris, Victor Parks, Jr., and 1st Lieut. Reuben D. Biggs. Captain Parks holds a commission in the Chemical Warfare Service.

Only four officers now serving with the Air Corps are credited with one victory each, viz: Majors Maxwell Kirby, Asa N. Duncan, Captains Edward C. Black and George L. Usher.

Stationed at Randolph Field, Texas, are Captains Ford, Giles, Healy and Lieut. Biggs; at March Field, Calif., Major Spatz, Capt. Hunter and Lieut. Dawson; in the Philippines, Captains Easterbrook, Black and Maughan; in Panama, Captain George; in Hawaii, Major Kirby; at Langley Field, Va., Captains Kenney and Usher; at Maxwell Field, Ala., Major Curry and Capt. Strahm; at Fort Sill, Okla., Major Reynolds; at Fort Crockett, Texas, Capt. Morris; at Selfridge Field, Lieut. Griffith; at Ft. Leavenworth, Kansas, Capt. Bissell; on staff duty in Washington, D.C., Major Duncan and Lieut. Stenseth.



113 OBSERVATION SQD.  
IND. NAT. GUARD. STOUT FIELD  
INDIANAPOLIS, IND.

## HAPPY LANDINGS FOR 1932.

The 113th Observation Squadron has just completed a very successful year in flying. The total hours for the squadron is about 5,000 for the year. Lt. H.H. Maxwell, photographic officer, was high man with 365 hours; Lt. Matt C. Carpenter, operations officer, was second with 335 hours. Major R.F. Taylor, commanding officer, and Lt. N.E. Brown ran a close race for third place with 215 and 220 hours, respectively.

The Squadron is becoming very fond of our new Instructor, Captain Guidera, recently of Panama. Lt. Sidney Stout from the Reserve Squadron at Schoen Field, has been commissioned in the Guard.

Major Taylor is becoming an expert at interior decorations, for he has personally supervised the redecorating of the administrative offices and club rooms, and the results speak for themselves of his ability to make the greatest improvements with the least cost.

Keep in mind that Indianapolis is the crossroads of America and make Stout Field one of your stops when on a cross-country.



LANGLEY FIELD PLANES BURN

Recently, at about one o'clock in the morning, a Bombing plane belonging to the 49th Squadron, was discovered afire. The plane with two others was parked for the night between two hangars. Before the fire alarm could be responded to or any emergency measures taken, the plane had set its two companions ablaze and in the high wind nothing could be done to save them. The Fire Department, however, managed to prevent the flames from spreading to the nearby hangars. No cause for the fire could be found. The radio installation was checked back and given a "clear bill," so that any other probable causes had to be classed as theory. A great many civilian workmen have been employed on construction work at Langley Field, and the possibility exists that one of them may have secreted himself within the big fuselage to sleep and he may have lit a cigarette and set the plane on fire. Another theory was that a passing motorist may have thrown a cigarette butt out and the wind carried it to the plane. The cause of the fire will probably remain a mystery.

The 49th has had bad luck from fires during the past year. Some of this Squadron's planes caught fire in a hangar several months ago.

ORIGINAL "JIGGS" PROPOSED FOR 11TH SQUADRON



"Mr. Jiggs," who for fourteen years has faithfully identified the 11th Bombardment Squadron by his persistent presence on its ships, received a new lease on life when his originator, George McManus, of comic strip fame, drew an original for the Squadron. The painting was unveiled at a party at the Officers' Club the day it arrived at Rockwell Field. If approved by the War Department, it will be adopted as the official insignia to replace the old one.

The evolution of the "Jiggs" insignia has been interesting. The "Jiggs" submitted by Privates Larsen and Green, and adopted at Maulan, France, in 1917, was a comparatively slender fellow of serious mien and war-like expression, but the latest insignia depicts a more rotund "Jiggs" with a reckless and carefree attitude, although the omnipresent bomb is as much in evidence as ever.

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EXPERTS - ALL OF THEM!

"Inasmuch as the past several issues of the News Letter have carried gunnery and bombing scores of various tactical units," writes the News Letter correspondent at March Field, Calif., "the 11th Bombardment Squadron takes cognizance of the old Japanese proverb, i.e., and to wit: 'He that tooteth not his own horn, that horn is not tooted.'" He then goes on to list the final scores of the 16 officers and one enlisted pilot of that Squadron obtained during the record course in bombing, viz:

Name	Rank	Score	Qualification
Munson, Russell W.	2nd Lt. Air Reserve	1947	Expert
Mills, John S.	2nd Lt. Air Corps	1935	"
Lyon, Donald R.	2nd Lt. Air Corps	1929	"
Snavely, Ralph A.	1st Lt. Air Corps	1925	"
Bunker, Howard G.	2nd Lt. Air Corps	1912	"
Thornton, Rubbis M.	2nd Lt. Air Reserve	1905	"
Blackburn, Harold F.	2nd Lt. Air Reserve	1900	"
Bowman, Harold W.	2nd Lt. Air Corps	1894	"
Scott, William L., Jr.	1st Lt. Air Corps	1884	"
Watkins, Keene	2nd Lt. Air Corps	1883	"
Parker, Lewis R.	2nd Lt. Air Corps	1873	"
Wetzel, Emery S.	2nd Lt. Air Corps	1859	"
Hoyle, Gerald	2nd Lt. Air Corps	1850	"
Howard, Charles H.	1st Lt. Air Corps	1836	"
Wells, Leslie L.	Master Sergeant	1822	"
O'Daniels, Wallace J.	2nd Lt. Air Reserve	1752	"
Ronin, James A.	2nd Lt. Air Corps	1679	"

Average score - 1869.7

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ORGANIZATION OF FLIGHT "E", 16th OBSERVATION SQUADRON

November 4, 1931, witnessed the departure of the 88th Observation Squadron for Brooks Field, San Antonio, Texas, leaving the newly organized Flight "E", 16th Observation Squadron, to carry on the work for the field Artillery School. The following is the organization of the new flight:

- Captain Frank H. Pritchard.....Commanding.
- 1st Lieut. William L. Ritchie.....Operations, Communications and Liaison.
- 2nd Lieut. Claire Stroh.....Engineering and Photography
- 2nd Lieut. Douglas E. Mitchell.....Air Corps Supply.
- 22 enlisted men from Flight "D", 16th Observation Squadron, Ft. Riley, Kans.
- 3 enlisted men from the 88th Observation Squadron.

The new flight, with its ears scarcely dry, has performed the following work  
 V-6227, A.C.

for the Field Artillery School in the first month and a half of its existence:

Demonstration Artillery Adjustments.....	10 hrs.	35 min.
Artillery Adjustments.....	20 "	30 "
Cooperation in Field Exercises.....	15 "	30 "
Orientation of Students, F.A.S.....	11 "	-- "
Attack Demonstrations.....	2 "	55 "
Photographic Work.....	2 "	15 "
Towing sleeves for Infantry AA fire, (Service		
Test of Boyd-Green AA Machine Gun Sight).....	11 "	-- "
Night Flying.....	2 "	35 "

This work is in addition to the routine test flights and ferrying of aircraft and personnel.

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#### EXCITEMENT FOR ATTACK GROUP PERSONNEL

The norther which swept down upon Galveston Island on Sunday, December 13, furnished three members of the 60th Service Squadron, 3rd Attack Group, with a harrowing experience when the halyards on their small sailing boat broke with the force of the wind while they were fishing off the north jetties.

The crew of the disabled craft consisted of Pvts. Spud Murphy, Harold Guedel, and Leo Taylor. In a short time they were well out in the Gulf with the wind astern pushing them along at a fast clip. Although somewhat experienced with the maneuvers of an A-3B, the trio were no match for the angry seas which had the poor soldiers in a bad way. Seems as if it was a case where nature couldn't be denied, and the crew became disabled.

Just as they were preparing to sing "Beyond the Blue Horizon," a pilot boat cruising just in sight of land came to the rescue and obligingly returned the victims to terra cotta, or sunpin'.

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Three times last year pilots of the Third Attack Group answered calls for assistance in finding lost hunters in the vicinity of Galveston Bay. The latest call for help was made Tuesday, December 15th, and concerns a party of sportsmen who went duck hunting on December 10th and have been missing since that time.

Lieuts. Walter L. Wheeler and Eric G. Danielson took off on Tuesday afternoon to search for some trace of the men. They returned with word of having sighted a boat answering the description of the one used by the missing men. No trace, however, was found of the hunters. Subsequent investigation revealed that the boat sighted on Tuesday as belonging to another party of hunters.

At the time the above was written, the News Letter Correspondent stated that the search for the missing men is continuing despite threatening weather.

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#### PURSUITERS TEST SONIC ALTIMETER

The 17th Pursuit Group, stationed at March Field, Riverside, Calif., recently conducted service tests on the Browning Machine Gun, Calibre 30, M-2, and the Sonic Altimeter, Type G-1. The Browning Machine Gun, M-2, is lighter and smaller than previous models, and tests to date indicate that part failures are practically eliminated.

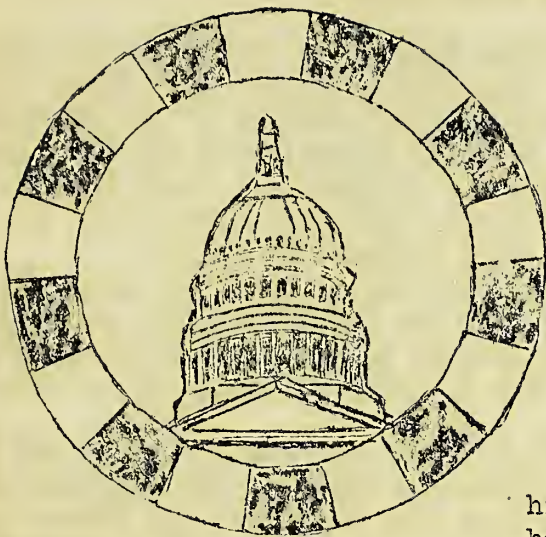
The Sonic Altimeter is designed to measure the distance between the airplane in which the instrument is installed and the ground. As the airplane flies along, a whistle is blown at intervals by this instrument. The pilot hears the whistle as it is transmitted and then its echo as it is received. Sound travels about 1,100 feet per second. A two-second interval between whistle and echo indicates (on a dial) that the airplane is 1100 feet above the ground, the sound of the whistle reaching the ground in one second and echoing back in another second. Below 50 feet, the pilot relies on his oral senses to "feel" the nearness of the ground by the closeness of the whistle and its echo.

The service test is to determine the relative accuracy of the Sonic Method over the Barometric Method in obtaining the exact (tape-line) distance between the airplane and the ground, and particularly over hilly terrain.

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Forty boys from the Automotive Trade School of Cincinnati visited the Materiel Division, Wright Field, recently, and evinced great interest in the many activities featuring the Army's big experimental aeronautical engineering plant.

NO PEACE FOR MR. HURLEY  
By the News Letter Correspondent



When as busy a man as the Secretary of War goes afield these days, it is important that every facility be provided for keeping him in touch with official Washington. However, when almost one hundred percent of his journeying is by air, and when, as is often the case in Mr. Hurley's extensive travels by plane, his desire to get to a destination in the shortest possible space of time invokes many 1,000-mile hops, non-stop, special problems in communication are encountered.

For the greater part of a year now, the high speed Ford Transport at Bolling Field, which has been designated the Secretary's personal ship, has carried radio equipment enabling two-way communication between his plane and ground stations.

Regularly at 15-minute intervals during any flight on which the Secretary has been carried, communication was established by radio with the nearest Army or Department of Commerce radio station. Thus, any messages for Mr. Hurley radioed from WAR, the War Department radio communication center in Washington, had only a 15-minute wait, therefore, until they were relayed to the Secretary's plane in flight. Not satisfied with this near perfect service, however, Bolling has sent the Secretary's Ford to Wright Field where a special Westinghouse radio-telephone transmitting and receiving unit of unusual power and range is being installed. This new installation will enable the plane to maintain direct radio communication with WAR from any part of the United States either while in flight or when on the ground. Thus, Bolling does its bit to serve Mr. Hurley. We can't help but wonder, though, if the Secretary won't wish occasionally that the darned radio was overboard, so that in all the war he might have a little peace.

It is not generally known that since taking office the Secretary of War has put in well over 1,000 hours in the air. His first trips were made in a Curtiss O-13B. Later he used a Fleetster, and now the high-speed radio-equipped Ford is carrying him over the nation's airways. Nor do all of his trips follow established air routes. Lieut. Cousland, of Bolling Field, who has been the Secretary's personal pilot now for nearly two years, tells us that for a six-week period during the past summer, in order to make a personal survey of the waterways of the United States, Mr. Hurley flew to the headwaters of practically every creek in the United States. The Mississippi and its many tributaries, the Columbia River System, the Great Lakes, and other waterways seemingly without end, were flown over. Inspection of out-of-the-way Army posts which the Secretary invariably makes via air, has also taken him over aerial byways from the Atlantic to the Pacific and from the Gulf to Canada.

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#### THE VERY LATEST IN CRASH TRUCKS

Officers assigned to the Office of the Chief of the Air Corps in Washington get their flying time at Bolling Field. "We trust, however," says the News Letter Correspondent, "that this has nothing to do with the advent on the field of a new and shiny red crash truck, which with all its glowing color is a very efficient piece of machinery.

Manned by a crew of three, it can travel at high speed over rough ground to the scene of a crash, and by means of a special foamite generator and pumping unit, spray fire suffocating foam in quantities sufficient to extinguish in short order even the most ambitious gasoline blaze.

Hack saws, bolt clippers, acetylene cutting equipment, and a variety of grappling hooks, wrecking bars, etc., complete the truck's businesslike accouterments. Its debut at Bolling Field was marked by a practical demonstration of its efficiency when on a hurry call it traversed the length of the field at a 50-mile per hour clip to make short work of a very satisfactory fire fed by old airplane wings, rubber tires, cracker boxes, gasoline soaked excelsior, much engine oil, and other inducements towards a healthy blaze.

## HOW LONG CAN A PURSUIT PLANE FLOAT?

Contrary to popular belief, a Pursuit plane landing on the water does not sink at once. To determine how long such a plane may be expected to float after a forced landing at sea, a demonstration, under the supervision of the Commanding Officer of the 18th Composite Wing, was recently conducted in the Hawaiian Department, during the course of which a P-12B was dropped into Pearl Harbor. It floated in the water twenty minutes while Licut. George P. Tourtellot, on duty at Wheeler Field, performed experiments with rubber life rafts.

Licut. Tourtellot demonstrated that life rafts may be launched quickly either from the life raft carrier he has invented for Pursuit planes, or from a carrier placed inside the fuselage. The experiments indicated that the raft may be launched more quickly from the carrier which is attached to the upper wing, but that either method is feasible.

While personnel looked on, Licut. Tourtellot demonstrated how to launch the raft, and then rowed one ashore. The plane showed no signs of sinking after 20 minutes in the water. It was suspended by a boom over the water and thrown into the water from a height of several feet. The plane was due for major overhaul and, aside from damaged wings which had already been condemned, the plane was not injured by its plunge.

Supplementing the above data, which was submitted by the Correspondent of the 18th Composite Wing, Fort Shafter, T.H., the following was submitted by the News Letter Correspondent from Wright Field, Dayton, Ohio:

"Word has recently been received at the Materiel Division of an interesting test in connection with service testing of life rafts on P-12 airplanes conducted by the 18th Composite Wing stationed at Fort Shafter, T.H. This Wing had been informed that they would be supplied with life rafts in sufficient number for the equipment of each airplane in their possession. No question arose as to the adaptability of this equipment to the Observation, Attack, and Bombardment types, but information had been received from Selfridge Field that the P-12 types on landing in the water immediately turned over on their backs and remained in that position, which resulted in considerable discussion as to the best location for carrying the life raft on such an airplane. It was finally decided to test a P-12 airplane in a normal water landing and learn its floating characteristics.

The following is quoted from the description of the test: 'The airplane selected for this demonstration was one scheduled for overhaul at the Hawaiian Air Depot. All instruments and other accessories were removed, condemned wings and a condemned engine installed, the tank half-filled with gasoline and all joints, etc., flushed with heavy oil. The airplane was then slung from a derrick at topmost speed, and catapulted into the water.'

With the P-12 construction in mind, the Materiel Division at the request of the 18th Wing, suggested a design for a life raft container for this airplane in which the turtle-back would be cut, the container being placed underneath.

In the test the P-12 dove nose on into the water, remaining in that position for about five minutes. After being in the water about ten minutes, as the lower wing filled, the plane gradually assumed a horizontal position. After about twenty minutes, the plane ceased to sink, probably due to the wings and buoyancy of the gasoline tank which was but half full, and floated in the horizontal position, right side up. The life raft was taken out of the container, spread on the top wing for filling and rowed to shore.

The results of the test indicated that only when landed in shallow water, so that the landing gear touched the bottom would the P-12 go over on its back. If landed normally in deep, comparatively smooth water, it would at first dive beneath the surface, then come up in the floating position and remain so. Thus inadvertently in a life raft test was information contrary to prevailing impressions of the P-12 airplane water characteristics gleaned."

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## RETRACTABLE LANDING GEARS

A study is being made at the Materiel Division, Wright Field, of retractable landing gears to determine the best retracting mechanism for low and high wing monoplanes. Study to include consideration of stainless steel and cantilever landing gears applied to both monocoque and frame structures, comparison of weights, and estimate of performance change.



## HAZARDOUS FEAT BY NONCOMMISSIONED OFFICER

The history of the Air Corps, both in war and during peace time, is replete with incidents where officers and men, at great risk of life, performed heroic acts above and beyond the call of duty. The conduct of Sergeant Frank D. Neff, 2nd Balloon Company, Fort Bragg, N.C., in making his way on the outrigger of an airship during a violent storm in order to start a refractory engine, is an outstanding example of courage and devotion to duty.

The Airship TC 71, stationed at Langley Field, Va., had been flown to Pope Field, Fort Bragg, N.C., and was secured to the mooring mast at that post. When an airship is secured to a mooring mast, it is the practice, of course, to have a crew aboard, and midnight December 3rd - 4th, happened to be the turn of Lieut. John G. Salsman to take command of the ship.

"There was a rather heavy rain at that time," Lieut. Salsman stated in his report of the incident. "Aboard as crew were myself, Technical Sergeant Merian, Sergeant Richardson, Sergeant Neff and Private Henson. At about 1:00 a.m., the wind started to freshen from the east, with no decrease in rain. At about 1:40 a.m., the wind having further increased in velocity and becoming gusty, I decided it would be better to fly out the storm. Accordingly, Private Henson was dispatched to telephone the organization, and Technical Sergeant Merian left the car to check on the mooring.

"It was but a short time later that he called out that the ship had broken its moorings. With only three men aboard, the ship was barely able to rise due to being heavy by the constant rain. Sergeant Neff had the right motor going almost constantly. After Sergeant Richardson and myself had taken our places on altitude and direction control, respectively, I looked back and could not see Sergeant Neff. Shortly afterward, I saw a light out on the left outrigger and assumed that he was out there. Almost ten minutes after the breakaway, he came in and reported that he had had trouble in starting the left motor and had to hand crank it.

"He had to do the work on the unprotected outrigger with no parachute, it being difficult to get on the outrigger with a parachute attached, and the wearing of same would have hampered him in his movements. (With one motor only, the ship was being carried backward and not under full control). Sergeant Neff, with no orders from me, grasped the seriousness of the situation and understood that the starting of the left motor was necessary to save the ship. He therefore went out in the rain and wind in a most precarious position and worked under most adverse conditions when a slip would have been most disastrous.

"It is my opinion that, had Sergeant Neff not assumed the risk that he did, the airship most undoubtedly would have continued to be driven back over the reservation and would then possibly have been wrecked, with injuries to the crew and loss of government property.

"The actions of Sergeant Neff show a very high standard of training and a very high sense of initiative and duty. His actions at that time were responsible undoubtedly for the protection, if not the saving of government property and lives of the crew."

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## DO OLD BOMBS EXPLODE?

Authority having been received to drop two 2,000-pound demolition bombs, an Ordnance demonstration test was recently conducted at the Maili Range in the Waianae Mountains, near Schofield Barracks, Honolulu, T.H. The 72nd and 73rd Bombardment Squadrons of Luke Field carried out the exercise, in order to ascertain whether bombs which had been in storage 10 years would explode. Two 25-lb. bombs were dropped from an altitude of 800 feet, and from an altitude of 5,000 feet there were dropped two 100-lb., two 300-lb., four 600-lb. and two 2,000 lb. bombs. All bombs exploded, except the first 2,000-lb bomb, which was a dud. A second attempt with another 2,000-lb. bomb, from 6,000 feet, resulted in a low order explosion. The cause of the malfunctioning of these big bombs has not yet been determined by the Ordnance experts.

Military and civilian personnel observed the demonstration from the rifle range about half a mile from the target.

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The 18th Composite Wing, Fort Shafter, T.H., started the new year with four enlisted pilots on duty therewith, in addition to officer pilots, viz: Master Sgts. Bernard Wallace, John L. Waugh, Arvin E. Miller and Staff Sgt. M.M. Beach.

## A TALE OF HIGH ADVENTURE



The following letter was received by the Commanding Officer, Headquarters Squadron, Randolph Field, Texas. As a matter of propriety the name and signature is omitted. This letter is believed to be self-explanatory:

"M.S. City of San Francisco  
December 7, 1931.

To: Captain Earl Tonkin, Headquarters Squadron,  
Randolph Field, Texas.

Subject: Return to Military Authorities.

From: \_\_\_\_\_ A.W.O.L. from Hq. Sqdr.  
Aboard M.S. City of San Francisco off Coast of Mexico  
near port of Manzanilla.

On or about September 16th while on pass I unavoidably absented myself by being caught out in the Gulf of Mexico near Galveston in a rowboat. A 'rum-runner' rescued me from being drowned. A Coast Guard boat gave chase and the 'rum-runner' ran to sea as means of escape. Engine trouble developed and after several days of drifting a Swedish copra 'tramp' bound for a Central American port, offered me aid to a port where a north bound ship could be boarded. After five days aboard this Swedish 'tramp' I was put ashore at a small port in Honduras that was not a port anything other save a few coast wise boats.

Due to various diseases native to the land it was impossible to stay along the coast where it might have been possible to board a ship bound for the States. I headed for the highlands but due to a revolution (these are quite regular) I had to make a quick march for Guatamala, the closest peaceful country. I entered Guatamala after much difficulty but due to the fact that I had no letters or papers of identification, let alone a passport, I was deported without a chance to talk with the council. The Immigration Authorities thought I came in from El Salvador and there I was returned. In El Salvador I asked the council (American Council) for aid and was refused every request, even that of stationary on which to write to Military Authorities in the States.

I boarded the City of San Francisco at La Union. I am bound for San Francisco. The Master of this ship has sent two radiograms to the Commanding Officer for verification that I was a soldier at that station, at present the answer to the first radiogram was that the simple code words could not be decoded. An answer to the second radiogram has not been received. If the answer to the second radiogram is not received before this ship reaches the Port of Manzanilla I will be transferred to the Santa Catalina (same Company) and returned to El Salvador. From La Union El Salvador the only aid that I can possibly hope to obtain is from the Marine Commander located in Managua, Nicaragua, some 23 days by foot from La Union. If I am returned to El Salvador, which will necessitate my crossing the hostile line of Sandino and brother outlaws (the life of an American is worthless on sight) I have one chance in a hundred of reaching the Marine Commander in Managua.

Please radio the Santa Catalina if the second telegram of December 5th is not answered by 8:00 A.M. PST, to verify my identity.

(Signed) \_\_\_\_\_."

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## DISAPPEARS AFTER PROMOTION

The 20th Bombardment Squadron, Langley Field, Va., announced the strange disappearance recently of a soldier, Private George Hallis, who dropped from sight a few hours after his promotion to Acting Mess Sergeant. The service record of this enlisted man showed 14 years' service, with "Excellent" discharges, and no reason could be discovered for his leaving.

Army officers are accustomed to seeing soldiers desert or go absent following a reduction in grade, but for a soldier to leave upon promotion is something new.

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Flight tests of three bomb sights sent the 2nd Bombardment Group, Langley Field, Va., from the Materiel Division, Wright Field, about three months ago, were recently completed. The sights were installed in planes and bombs dropped from various altitudes to test the accuracy and ease of operation of the different sights. Written reports on the work were compiled and forwarded to the Materiel Division.

## LOST AND FOUND

By the Langley Field Correspondent

Gliding down from the midnight sky into the lights of his home airdrome after having been checked off as "lost," 2nd Lieut. Wycliffe E. Steele, 96th Bombardment Squadron, Langley Field, caused exclamations of surprise and joy one night recently. Steele had been lost on a night flight for four hours when he made his dramatic return.

As part of the Bombardment training, night flights were being conducted at ten-minute take-off intervals between Langley Field, Jamestown, Surrey, Suffolk, Newport News and back to Langley, a flight taking approximately 50 minutes. On this night flight, Lieut. Steele, with Lieut. H.G. Montgomery, Jr., and two enlisted men, took off at 6:50, and nothing was heard of him until five hours later. When the plane did not return after an hour had elapsed, questions began to arise as to what had become of it. After another hour, officials of the airdrome were plainly worried.

The possibility that the pilot had wandered off the course occurred to nearly everyone, because experienced flyers know how easy it is to get lost at night. As time passed and the plane did not return, it was feared a landing had been made in a river or forest. Conditions were not particularly bad for night flying. There was rain up the James River below Richmond, and fog was scattered around in patches, but the larger stars still blinked overhead, and the ground visibility was only slightly below average. At about eleven o'clock, it was figured that the gas supply of the plane was practically exhausted, if the pilot was still flying, and preparations were made to close the hangar. Lieut. G.C. Jamison had gone over the course with another Bomber and dropped numerous flares over isolated areas in the hope of seeing Steele's plane if it happened to be down. Rain, however, drove Jamison back after about 45 minutes, and the search was abandoned for the night.

But as the hangar doors were being closed and most of the watchers had gone to their quarters, the lost plane returned, and the pilot reported that he had been actually lost - and how! Lieut. Steele said that while in the vicinity of Suffolk (the Dismal Swamp area), he saw he was a few minutes ahead of his schedule and decided to fly around a little while before heading back to Langley Field. He felt he knew the country and the course so well that he couldn't get lost. After making a few circles he saw what he took to be the flash of Langley Field's beacon low on the horizon.

Heading forthis beacon, he discovered to his surprise that the lights of such localities as Norfolk, Portsmouth Newport News and Hampton had disappeared. This experience, however, was not unheard of during these days and nights of treacherous fogs, but the situation was most uncomfortable. When Lieut. Steele arrived at the beacon, however, he found it to be just a flashing light and the locality anything else but Langley Field. Ahead on the horizon flashed another beacon and, thinking that this one must be the Langley beacon, he headed for it. The same experience, however, awaited him there, and another beacon was coming up on the horizon.

He now realized he was off the course and calculated he had gone too far northwest. Setting a compass course back toward the southeast, he came upon a body of water and followed it for about two hours without seeing a sign of a landmark. Deciding to turn northward again, he picked up the beacon lights and, recognizing them as night airways beacons, he started following them, keeping on this course until he arrived at an emergency airways field south of the Potomac River at the town of Haynesville, near Warsaw, Va. He landed here, ascertained his location, pumped extra gas in the upper tanks of the plane and headed back to Langley Field.

Here Steele admits pulling a "boner" for not telephoning to Langley Field. He said he did not realize just how long it would take him to return to Langley and thought he could return before a telephone call could be put through the country towns at that late hour.

Aside from the error of not telephoning, many comments were made by old experienced pilots over the good judgment and level headedness shown by this young pilot in the emergency. Getting completely lost at night, following airways and landing in a strange field by flare, taking off again and returning to the home airdrome without slightest injury to plane or personnel is evidence of skill probably much above average. Incidentally, there is a pilot who will be hard to

lose - next time.

The enlisted passengers, Technical Sergeant Alfred Bernier and Private H.L. West, did not know what the flight was all about until the landing was made to find location. They thought they had happened to get in a plane which was making a whale of a long night flight.

Lieut. H.G. Montgomery, Jr., co-pilot, said that this was his first night flight around Langley Field and he was not worried the least bit, because he was "lost" the first few minutes after taking off.

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### SELFRIDGE FIELD HARD HIT BY ACCIDENTS By the News Letter Correspondent

The entire personnel of the 1st Pursuit Group of Selfridge Field grieves the unfortunate and untimely passing of three of its members, 2nd Lieuts. Lawrence W. Koons, Air Corps; Charles W. Wilson, Air Reserve, and Sergeant Walter W. Lauver, Air Corps, all members of the 17th Pursuit Squadron, which occurred in an airplane accident on December 17, 1931, near New Baltimore, Mich.

The accident was the result of a collision between Lieut. Koons, piloting a Boeing P-12 airplane, and Lieut. Wilson, piloting a PT-3A Training plane, in which Sergeant Lauver was riding as a passenger. A flight of six Pursuit planes was engaged in attacking a two-seater Observation plane represented by the PT-3A. One attack, consisting of a timed element attack with the leader going underneath, had been successfully completed by the first element and it was on the first attack of the second element, led by Lieut. Koons, that the crash occurred.

A simple and very effective ceremony was held at Selfridge Field on the morning of December 19th. A short ceremony was conducted by Rev. Schollhase, Chaplain, Reserve Corps, and taps blown, while the entire command of Selfridge Field stood at salute to their fallen comrades. A memorial flight from the 17th Squadron which was planned for that day was called off on account of weather. However, a formation of four planes, with a blank file, was flown over Ann Arbor on the afternoon of Monday, December 21st, when services were held for Lieut. Wilson at his home.

The command of Selfridge Field and the entire Air Corps has suffered irretrievably by this loss.

Adding to our sorrow of the fatal accident of December 17th, we now have 2nd Lieut. E.H. Bobbitt, Air Reserve, missing. Lieut. Bobbitt departed from Selfridge Field on the morning of December 25th for his home at Hot Springs, Va., via Uniontown, Pa. He arrived at Uniontown and departed at 12:20 P.M. This was the last seen of him or his ship. An exhausting search was made by a flight of six officers from Selfridge Field, namely, Captain Ennis C. Whitehead, 1st Lieuts. Harlan T. McCormick, Raymond E. Culbertson, 2nd Lieuts. Thayer S. Olds, Bryant L. Boatner and Carl R. Feldmann.

Many false reports received from various sources were checked and run down by automobile when cold weather, fog and snow made flying conditions impossible. Airplanes from Bolling Field assisted in the search, but to date the plane or the pilot has not been found.

Ed. Note: Wedged in the cockpit of his wrecked plane, Lieut. E.H. Bobbitt was found dead on one of the highest peaks of the Cheat Mountains, near Elkins, West Va., on January 6th. M.S. Simmons, a farmer, and Carl Reefer, a trapper, came upon the wreckage while tramping through the hills in search of the missing aviator, who disappeared on Christmas day. The airplane apparently struck a tree on Fools Knob and crashed, bottom down, in the bushes. The peak there rises almost 4,000 feet. Three miles south Lieut. Bobbitt would have found a clearing on which he could have landed - the only one in that part of the mountains.

Funeral services for the departed Air Corps officer were held on Saturday, January 9th, at Arlington National Cemetery, Va. The pallbearers, all of them on duty in the Office of the Chief of the Air Corps, Washington, were Captains H. M. Elmendorf, Edward E. Hildreth, Lieuts. Evers Abbey, William M. Lanagan, Charles W. Sullivan and Elvin F. Maughan.

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The 75th Service Squadron, Wheeler Field, T.H., recently completed a .22 calibre pistol shooting gallery and, by the amount of business done, it would seem that the gallery is very popular with the men of the 18th Pursuit Group. Some very good scores have been made, such as laying 10 shots in a one-inch bulls-eye at 15 yards.

## MANEUVERS BY 18TH PURSUIT GROUP

Just a few interesting lights on the recent maneuvers, wherein the 18th Pursuit Group, Wheeler Field, T.H., participated, may give one some idea why preparation is paramount prior to all major engagements.

The entire Group went on the alert at 6:00 p.m. on Wednesday and remained as such until 6:00 a.m., on Friday. During the entire 36 hours, all departments on the field functioned in a very efficient manner. All officer and enlisted personnel remained on the field throughout the alert period, with the exception of one officer who was on temporary duty at Wing Headquarters at Fort Shafter. Pilots bunked in the hangars near their airplanes.

At 2:04 a.m., Thursday, a call-to-arms was sounded, and at 2:14 a.m., all pilots were in their ships with motors warmed up and in position to take off. At 2:13 a.m. the same day, a P-12B airplane from the 19th Pursuit Squadron was delivered to the 75th Service Squadron for motor change. The change, including running time on the ground, was completed at 4:45 a.m. Request was made for the field to be lighted and the airplane was flight-tested for 15 minutes. The plane was turned back to the 19th Squadron, ready for flight, after an elapsed time of 2 hours and 52 minutes. The 75th believes this to be a record for motor change and test, particularly in view of the fact that it was accomplished at night.

A crash was simulated on the field during the night. The crash crew was notified, and the "crashed" airplane was removed from the flying field in four minutes. At 3:00 a.m., an open parachute was received by the Parachute Department. It was repacked and returned to the organization to which it belonged in 15 minutes.

Four missions, two of them at night, were performed by the Group during the period. In every case the ships were all in the air within eleven minutes after orders were received to take off. Eleven minutes from slumberland to the upper air required some fast moving by both pilots and mechanics.

Telegraphic and telephonic communication was maintained with 18th Composite Wing Headquarters at Fort Shafter during this alert period.

The personnel of the 18th Pursuit Group received valuable training during this maneuver which will be of material benefit during the coming Army-Navy maneuvers in Hawaiian waters in February, 1932.

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## GENERAL MALONE INSPECTS LANGLEY FIELD

Major-General Paul B. Malone, commanding the Third Corps Area, inspected Langley Field on December 10th. While at the Field, the General, who was accompanied by Lieut.-Col. Ned B. Rehkopf, General Staff, was the guest of Lieut.-Col. Roy C. Kirtland. Lieut. Marion L. Elliott was the General's aide during the time the latter was at Langley.

Promptly at nine o'clock, General Malone began his inspection with the Second Bombardment Group. Following the Group inspection, the General gave the Group Commander, Major H.A. Dargue, a tactical problem wherein it was assumed that a hostile force was crossing the James River Bridge. The mission of the Group was to repel this force. The Group got under way a short time following the announcement of the problem, and in about 45 minutes the mission was completed.

In the afternoon of December 10th, General Malone directed his inspection to the rest of Langley Field, particularly the new buildings under construction.

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## 31st SQUADRON (Bomb.) HISTORY DESIRED

The historian of the 31st Bombardment Squadron, March Field, Calif., is busy as a bee these days. The 31st has a long and brilliant history and preliminary investigation was it that among its war time members were Captain St. Clair Streett and Charles S. (Casey) Jones of Curtiss fame.

During the 1931 maneuvers, Mr. Walter C. Davis, of the Davis Aircraft Corporation, Richmond, Indiana, and a war-time member of the 31st Aero Squadron, made himself known to Captain Earle G. Harper, then Commanding Officer of the 31st. The meeting took place at Wright Field. Mr. Davis furnished Captain Harper with a copy of the war-time "skull and bones" insignia of the 31st and, as a result, permission was requested from the Chief of the Air Corps to register this as the insignia of the "rejuvenated" 31st. Any former members of the Squadron who have data on its history are assured that the historian will appreciate receipt of such information.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Bolling Field, D.C.: 1st Lt. Francis B. Valentine from Philippines.

To Chamute Field, Rantoul, Ill.: 2nd Lts. A.J. Kerwin Malone from Philippines, Milton M. Towner from Panama, F. Edgar Cheatle from Hawaii.

To Crissy Field, Calif.: 1st Lt. Bushrod Hoppin from Philippines.

To Barksdale Field, Shreveport, La: Capt. John P. Temple, from Scott Field.

To Brooks Field, Texas: 2nd Lt. Edward A. Dodson from Hawaiian Dept.

To Langley Field, Va.: 1st Lt. Mark R. Woodward from Aberdeen Proving Ground, Md.; 2nd Lt. Willard R. Wolfenbarger from Philippines.

To Kelly Field, Texas: 2nd Lt. Fred S. Stocks from Hawaiian Department; 1st Lieuts. Wilfred H. Hardy and Walter C. White from Philippines.

To Hawaiian Department: 2nd Lt. Hanlon H. Van Auken from Selfridge Field; 2nd Lt. Robert B. Davenport from Mather Field, Calif.; 2nd Lt. Joseph W. Baylor from Mitchel Field, N.Y.; 2nd Lt. LeRoy Hudson from Brooks Field, Texas; 2nd Lt. Charles D. Fator from March Field, Calif.; 2d Lt. Casper P. West, Chamute Field.

To Panama Canal Dept.: 2nd Lt. Herman F. Woolard from Scott Field, Ill.

To Philippines: Capt. John G. Whitesides from Wright Field, Ohio; 1st Lt. Leon W. Johnson from Mitchel Field; 2nd Lts. Walter R. Agee and Richard D. Reeve from Chamute Field; 1st Lt. Oscar L. Beal and 2nd Lt. Ford L. Fair from Fort Crockett; 1st Lt. Alfred L. Jewett from Kelly Field; 2nd Lt. Gerald G. Johnson from Fort Sill, Okla.; 2nd Lt. David R. Gibbs from A.F.S., Kelly Field, Texas.

To Fort Sill, Okla.: 1st Lt. Rowland Kieburz from Hawaiian Dept.

To Maxwell Field, Ala.: 1st Lt. John A. Case from duty with 37th Division Aviation, Cleveland, Ohio; Capt. Aubrey Hornsby from Philippines.

To Rockwell Field, Calif.: Capt. Harvey H. Holland from foreign service.

To Newport, R.I.: Major Follett Bradley, Army War College, Washington, to Naval War College, as student 1932-1933 course.

To March Field, Calif.: 1st Lts. Kirtley J. Gregg and Milton M. Murphy from Philippines.

To Hqs. 9th Corps Area, San Francisco, Calif.: Lieut.-Col. Lawrence W. McIntosh from Crissy Field, Calif.

RELIEVED FROM DETAIL TO AIR CORPS: 2nd Lieuts. Andrew J. Adams, Van H. Bond, James H. Carlisle, Howard H. Dudley, Charles E. Hoy, Earle B. Leeper, Victor J. McLaughlin and Harold R. Uhlman to Fort Francis E. Warren, Wyo.; Wm. J. Mahoney to Infantry, 2nd Div., Ft. Sam Houston, Texas; 1st Lt. John H. Hinds and 2nd Lt. Robert J. Cardell to Field Artillery, 2nd Div., Fort Sam Houston; 2nd Lt. John F.M. Kohler to 13th Cavalry, Fort Riley, Kansas; 2nd Lt. Stephen R. Hammer to 7th Engineers, Fort Benning, Ga.; 2nd Lt. Chester J. Diestel to 6th Coast Art., Fort Winfield Scott, Calif.; 2nd Lt. Robert Eard to 6th C.A., Ft. Winfield Scott.

TRANSFERRED TO THE AIR CORPS: 2nd Lts. Harry G. Montgomery, Inf. and Harold Q. Huglin, Field Artillery, with rank from June 13, 1929.

PROMOTIONS: 1st Lt. Charles H. Downman to Captain, rank from Dec. 12th; 2nd Lts. Shelton E. Prudhomme and Leon W. Johnson, rank from Dec. 1, 1931; Guy B. Henderson, rank from Dec. 3, 1931, to 1st Lieutenant.

RETIREMENT: 2nd Lieut. Frank L. Skeldon, Station Hospital, Ft. Sam Houston, Texas, to proceed to his home to await retirement.

ORDERS REVOKED: Assignment of 2nd Lt. John C. Crosthwaite to March Field.

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COLONEL LONGANECKER GOES TO SAN ANTONIO.

Lieut.-Col. Ira Longanecker, for the past four years Chief of the Information Division of the Office of the Chief of the Air Corps in Washington, was transferred to Fort Sam Houston, Texas, to assume the duties of Air Officer of the Eighth Corps Area. The Colonel left for his new station the first of the year.

During his tour of duty in Washington, Col. Longanecker supervised the photographic, press relations and foreign liaison activities of the Air Corps, and in 1931 headed the Intelligence Section of the Staff of the 1st Air Division during its extensive air maneuvers throughout the northeast.

Col. Longanecker's departure occasioned much regret. Best wishes are extended him for success in his new assignment.

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General Henry C. Pratt, Col. A. W. Robins and ten other officers on duty at the Materiel Division, Wright Field, paid a visit to Selfridge Field, Mich., on January 8th. The General and his party made the visit an occasion for a series of consultations regarding engineering and supply matters and of visiting and looking over the new construction at the field. The party made the trip in a C-4A (Ford tri-motor) airplane, piloted by Lieut. H.G. Crocker, of Wright Field.

NOTES FROM AIR CORPS FIELDS

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Air Corps Tactical School, Maxwell Field, Montgomery, Ala., Jan. 1, 1932:

The Tactical School was recently honored by a visit of Assistant Secretary of War for Aviation, F. Trubee Davison, and General Fechet, Chief of the Air Corps, en route to New Orleans, where Mr. Davison was scheduled to make an address.

The outbreak of promotions continues, with Lieuts. Harold George and Emil C. Keil, receiving the coveted honor with the usual appropriate ceremonies rendered more amusing by the unwonted bashfulness of the recipients. Officers who have never seen a promotion list are now inquiring as to where such a thing may be found.

Maj. G.E. Lovell, Jr., notified of his award of the decoration as an "Officer of the Order of St. Maurice and Lazarus" by the Italian Government in recognition of services rendered by him while Assistant Military Attache for Air to Italy during the period 1927-1931.

The construction of permanent buildings continues despite a few unbelievers, the new Post Exchange building being the latest accepted. It has not been occupied yet, so no one knows what is wrong with it.

The construction of a new water tower of 300,000-gallon capacity insures bigger and better baths for Maxwell Field, but throws the old 50,000-gallon one on the market. Someone bid \$5.00 for it for a bird bath, provided the Government would take it down. The offer was referred to the higher authorities for instructions.

Hunting prospects in this vicinity are rapidly being classified as the well-known so-and-so rumors, and would-be Nimrods are losing enthusiasm. The latest unsuccessful one was a daybreak squirrel hunt staged by three officers and a sergeant. Their first mistake was hunting in the woods instead of the school. But be that as it may, one captain, who is turning gray, failed to shave and as a result was wearing an airedale fringe of soft gray. On entering the woods, he was startled to have a very young gray squirrel rush forward in welcome, squeaking "mamma". He was so startled that his gun went off and killed the young offspring. This officer has now lodged the grave accusation that the sergeant lured him on the expedition for use as live bait.

Rotten flying weather handicapped flying activities of the school but resulted in a number of welcome visitors being rained in, among whom was Capt. H.W. Flickinger, who came down to ferry a P-12-C back to Dayton. Then Lieuts. Halverson, Arnold, Vandenburg, Nowland, Wertzsmith and Mower, ferrying training planes to Randolph Field, were delayed two days. Maj. C.F. Bevans, M.C. and Capt. Myron Wood, en route to Bolling, were also delayed.

One of the interesting annual events of the Army was completed with the conclusion of the inspection of Maxwell Field by Col. C.A. Bach, I.G.D., Inspector General of the Fourth Corps Area. The aftermath of this inspection will probably be still more interesting for the individuals concerned.

Orders assigning 1st Lieut. K.C. McGregor to Maxwell Field were greeted with delight, for the shortage of officers for staff and post duties insures every officer's having enough to do to keep him from growling about the weather. Every chance to share these duties with anyone else is a source of pleasure; generosity is personified here.

The arrival of three B-6 airplanes gives the students more things to fly with no place to go. These arrivals more than counterbalance the loss of an O-25 that flopped Lieut. J.W. Persons in a muddy corn field. Our record of success with O-25's averages exactly fifty per cent casualties on cross-country missions.

Major Curry, A.C., Commandant, and Maj. Hume Peabody, A.C., Assistant Commandant, ferried two BT-2B's from Bolling.

Social activities of the School continue in full swing and include many functions given by the residents of Montgomery. The present popularity of the Air Corps promises to be increased by the publication of the Junior League edition of the Montgomery "Advertiser" of the impressions of the city by officers of the school. Capt. Don Wilson contributed: "Montgomery, a genial village that has not outgrown its cobblestones", while Major Burwell contributes: "September Morn!!!" Use your own judgment on the last.

Randolph Field, Texas, December 13th:

Second Lieut. John E. Barr, student officer at Randolph Field, was critically wounded as the result of a gun battle which terminated with the death of Thomas Bemus, 18, San Antonio High School student, who with two masked companions held up Lieut. Barr and his companion, Miss Jane Cohee, as they were returning early Sunday morning, December 13th, from a dance at the Saddle Club.

While one youth remained at the wheel of an automobile, his two masked companions walked up to Lieut. Barr's car. With threats of a beating to be administered, Bemus ordered Lieut. Barr to get out of the car. As he stepped from the car, Barr removed a pistol from the door pocket, and one of the masked boys fired at the officer, striking him in the chest. Lieut. Barr returned the fire, and his assailant fell. Several other shots went wild.

The other youth then fled to the car and the automobile roared away. With Miss Cohee, Lieut. Barr drove to the Olmos Drug Store. There, it was found that the bullet had penetrated his chest just under the right lung. He was treated by a physician and sent to the station hospital at Ft. Sam Houston.

William Duke, 19, hotel bellboy, and Milton Ellis, another High School student, were apprehended when they arrived at the Robert B. Green Memorial Hospital, with the body of Bemus. Not knowing that their companion was dead, they had returned to the scene to remove him to a hospital. Later, it was learned that the same youths had participated in several other holdups Saturday night, when some of the stolen articles were discovered on their persons.

An inquest into the death of Bemus was conducted by Justice of the Peace Shook, Monday, December 14th. Funeral services for the dead youth were held that afternoon. Bemus is survived by his mother, one sister and one brother, all living in San Antonio.

Latest reports from the hospital state that Lieut. Barr's condition is improving.

Maj. Martin recently entertained the Justices of the Peace and constables in order to become acquainted and to establish proper coordination with peace officers of the surrounding community. A luncheon was served at the Bachelor Officers Quarters at 1:00 P.M., after which a tour of inspection was made of the entire post.

In the afternoon and evening of November 21st, the Officers and non-commissioned officers and their wives and children were guests of the Seguin Chamber of Commerce. There was a well-filled program of entertainment, which started with a football game between Randolph Field and a Lutheran College team at 3:30. Both teams played excellent football. The Lutheran College won with a score of 7 to 6, after the referee disallowed an additional touch down claimed by Randolph Field.

A barbecue was served to some 600 visitors, after which a theater party was enjoyed. The Seguin Elks Club was host to the commissioned officers with a dance beginning at 8:30. The American Legion was host to the non-commissioned officers at the Seguin Bowling Club. Many officers and their wives expressed themselves as highly pleased with the courtesy extended by the Seguin Chamber of Commerce. Classes were suspended during the afternoon to enable student officers and non-commissioned officers to attend the entertainment.

March Field, Riverside, Calif., December 16, 1931:

Shortly before the departure of the 7th Bombardment Group units from Rockwell Field for their new home at March Field, they were unfortunate in losing the following able officers of the Air Corps Reserve who reverted to inactive status: 2nd Lieuts. Wallace J. O'Daniels, Rubbis M. Thornton, Russell W. Munson, Edward F. Kiessig, James A. Fisk, James D. Kreysler and Richard M. McGlinn.

Maj. G.H. Brett, Commanding Officer of Selfridge Field, stopped off en route to the East and tried out one of the new P-12E's. He was very favorably impressed with the plane.

Major Leo Walton, Lieuts. Barney Tocher and Homer Chandler recently returned from the Engineering Conference held at Wright Field. Maj. Walton went on to the office of the Chief of the Air Corps on official business for the Commanding Officer, and thereby avoided the experience of a rather exciting train wreck in which Lieuts. Tocher and Chandler participated. Lieut. Chandler stated that three train wrecks were too many and Lieut. Tocher said one was



enough. Both declared that from now on they prefer to travel by air.

Shortly before the departure for March Field, more or less as a farewell gesture, the Rockwell Field Tennis Team took the Naval Air Station Team into camp. Score: Army 5, Navy 3. One match unfinished. Lieuts. J.E. Briggs, J.N. Stone and S.K. Robinson, 95th Pursuit Squadron; Lieuts. C.H. Howard and R.A. Munson, 11th Bombardment Squadron and Pvt. Dolf Muehleisen, 7th Bombardment Group Headquarters, comprised the victorious Army team.

Among the passengers on the new U.S.A.T. REPUBLIC, when it sailed November 25th from San Francisco, was Sgt. J.E. Koziak, 11th Bombardment Squadron, who for the past several months was NCO. in charge of the Squadron Armament Section. Sgt. Koziak goes to the 4th Observation Squadron, Luke Field, T.H., as replacement for Sgt. Andrew J. Levesque.

March Field's supply of Bombardment ships was increased by ferry trips performed by Capt. James L. Grisham, Lieuts. Charles H. Howard, John M. Davies, F.W. Ott, C.D. Fator and J.L. Magden. These officers piloted O-38's East and picked up Keystone B-3A's at Langley Field for delivery to the 7th Bombardment Group.

The 11th Bombardment Squadron suffered the loss of 1st Lieut. William L. Scott, Jr., for the past three years squadron Operations Officer, when orders were received for his transfer to the Panama Canal Department.

Fourth down and goal to go! The fourth officer, within recent date, has filled a blank file by taking unto himself a "ball and chain". The uninitiated and the experienced are - Captain Miles W. Kresge, Capt. Earl G. Harper, Lieut. Lewis R. Parker and Lieut. T.E. Nettleton.

7th Bombardment Group: Coincident with the publication of the Surgeon General's annual report, stating that automobile accidents constitute the leading cause of the 533 deaths in the Army last year, March Field personnel seemed to be the victims of an epidemic of automobile accidents.

On the evening of November 23d, Pvts. 1st Cl. William Huber and Charles A. Lyons, both of Headquarters, 7th Bombardment Group, were among a party of four in Lyon's Ford Roadster when it left the highway and overturned. Huber, the driver, who was blinded by the lights of an oncoming truck, suffered injuries, necessitating the immediate amputation of his left arm. The rest of the party escaped with slight injuries. Huber was taken to the Hospital at Palmdale, Calif., near the scene of the accident, and later removed to Letterman General Hospital, San Francisco, in the 64th Service Squadron's big Ford Transport, piloted by Mr. Sgt. Boyd Ertwine and attended by Maj. Lewis E. Browne (MC) of the March Field Post Hospital.

On December 5th, Pvts. Walters, Stackwell and Boston, 11th Squadron, and Mathews, 9th Squadron, miraculously escaped serious injury when their car skidded off the snow packed road in the San Jacinto mountain district near the field and came to a stop astride a huge boulder, the only thing which prevented a further descent to the foot of a very steep canyon.

On December 6th, Cpl. Yeager and Pvt. 1st Cl. Frank, Headquarters, 7th Bombardment Group, accompanied by Pvt. Garretson, 70th Squadron, all homeward bound from a week end in Los Angeles, were severely cut and bruised when their car left the highway between Pomona and Puente and crashed into a row of trees. The accident was caused by Garretson's effort to avoid an oncoming truck. All three were treated at Pomona Hospital for minor injuries.

Any traveler in the vicinity of March Field, on the evening of Nov. 18th, was a witness to a very realistic mock war staged through the cooperation of pilots and ships of the 7th Bombardment Group and a detachment of officers and enlisted men from the 63d Coast Artillery (AA) from Ft. MacArthur, near Los Angeles, Calif.

Three Curtiss Condor bombers of the 11th Bombardment Squadron operated from a two-mile altitude over the Riverside-March Field-Winchester Area, for a three-hour period. With Lieut. Charles H. Howard (Squadron Commander) leading the three-ship element, and Lieuts. Snavelly and Ronin flying the wing positions, the ships left the ground at 6:30 P.M. and were soon lost from sight. Over Riverside the ships separated and, following a carefully pre-arranged schedule, flew over the field at ten-minute intervals and at altitudes ranging from 6,000 to 10,000 feet. As soon as the sound detectors of the Artillerymen picked up the drone of the huge Conqueror motors, long figures of light combed the sky, groping for the mock enemy. The efforts of the Artillerymen met with success in most cases, in so far as keeping the ships "on the spot" was concerned.

Despite the fact that all the flying personnel wore over 50 pounds of additional clothing, they reported upon their descent, that this "Sunny California" stuff does not apply at this time of the year.

An unusual number of large black cigars was noted among the officers of the post on December 1st. The occasion was the promotion of Lieut. Younger A. Pitts to Captain. Captain Pitts is at this time in command of the 9th Bombardment Squadron. Congratulations were extended upon the deserved advancement of this popular and efficient officer.

The 11th Squadron has for the time being, a new squadron Commander in the person of 1st Lieut. Ralph A. Snavely, due to the temporary absence of 1st Lieut. Charles H. Howard on an extended cross-country trip to Langley Field, in connection with the ferrying to this station of new Keystone B-3A's.

Two new non-commissioned officer replacements from foreign service joined the 11th Bombardment Squadron on November 15th. Staff-Sgt. Roy Medcalf, 28th Bombardment Squadron, Camp Nichols, and Sgt. Andrew R. Levesque, 4th Observation Squadron, Luke Field, were the two new "Jiggs Squadron members".

Lieut. Charles H. Howard recently flew to Alhambra, Calif., to address the student body of the Abraham Lincoln High School. His subject was "The Modern Airplane", and his talk was received with interest and enthusiasm. The gathering of 2400 students made this evident. Lieut. Howard spoke at the invitation of Capt. Wing (Retired), R.O.T.C. instructor at Lincoln High.

From November 16th to November 24th, certain personnel of the 7th Bombardment Group, received a taste of the difficulties under which a "commuter" lives and works.

Service test on the L-1 type bomb sight was begun at Rockwell Field on November 16th. Because of the unavailability of a suitable bombing range near March Field, it was necessary to conduct the test at Rockwell. B-2 bombers from the 11th Squadron were used throughout the test. Two bombing teams were furnished by the 11th Squadron and one by the 31st Squadron. Enlisted personnel were furnished by the 9th, 11th and 31st Squadrons. A total of 116 bombs (100 lb. and 300 lb.) were dropped from altitudes of 6000, 9000 and 12,000 feet. Test was completed on Nov. 24th. Bombing teams flew daily to Rockwell, rationing at noon at the Rockwell Officers' Club and the 76th Service Squadron Mess, and returning home in the late afternoon.

The personnel of the 23d Photo Section (assigned to 7th Bombardment Group) has been making the proverbial busy bee look like a sloth and a dullard in comparison. Their activities in the past month included a great deal of mosaic work, the biggest part of which was a photographic mosaic of the terrain West of Los Angeles, covering approximately 40 sq. miles, for the Olympic Games Committee. This project was carried out by 1st Lieut. Donald G. Stitt, Commanding the Section and Tech. Sgt. S.A. McAlko.

The 23d Photo Section will probably have a new "in command" in the near future. Lieut. Donald G. Stitt, at present in command, leaves soon for the Hawaiian Department. Lieut. Minton Kaye just arrived from service in Hawaii and received assignment to the 23d Photo Section.

The personnel of the 9th and 31st Bombardment Squadrons have been meeting with unexpected success in tracing the wartime and succeeding histories of their respective organizations.

A letter was received from Capt. St. Clair Streett of Wright Field, a wartime member of the 31st, which aids that squadron considerably in its historical research.

The 9th Bombardment Squadron recently had word from a former member of the Squadron, who was with the organization almost all through the war, and he is expected to be of material assistance in verifying part of that squadron's claim to a niche in the hall of illustrious organizations.

17th Pursuit Group: Capt. Frank O'D. Hunter, Group Commander, and Lieut. David D. Graves, 95th Pursuit Squadron, returned Nov. 25th, from Seattle, after inspecting a new high speed Pursuit airplane of the Boeing factory. This airplane is expected to be ready for production in February.

Capt. William C. Morris, who reported to March Field from the Philippine Department, where he was Adjutant of the 3rd Pursuit Squadron at Clark Field, Fort Stotsenburg, was detailed as Group Operations Officer, vice Lieut. Joel E. Mallory. The latter was assigned to the 34th Pursuit Squadron, where he will be a Flight Commander.

Three officers who recently reported for duty with this Group from Wheeler Field, Hawaiian Department, First Lieuts. Joel L. Loutzenheiser, John H. Dulligan and Stewart W. Towle, were assigned as Assistant Group Operations Officer, Engineering Officer of the 73d Pursuit Squadron and Group Supply Officer, respectively.

Lieut. Clarence M. Sartain, Air-Res., was married Nov. 25th, at Santa Maria, Calif., and left soon after for his home in San Antonio, Texas, where he was called by the death of his father.

Lieut. Leo H. Dawson, Commanding Officer, 95th Pursuit Squadron, departed Nov. 18th on ten days' leave of absence. Lieut. James E. Briggs commands the 95th during the absence of Lieut. Dawson.

Tech. Sgt. Glenn E. Freshwater, 70th Service Squadron, received orders transferring him to the Hawaiian Department, and to depart on the December 30th transport.

Since November 9th, guard mount was a formal ceremony conducted at this station daily. This Group and the 7th Bombardment Group furnish the guard and perform the ceremony on alternate days. There is a keen rivalry between the two groups as to which performs the smartest ceremony. The music, as well as the rivalry, attracts quite a number of spectators to the parade ground, which is located between the Hospital and Post Exchange. Regulations governing Formal Guard Mount and the Manual of the Sabre have been working overtime. Adjutants, Officers of the Day and Officers of the Guard have discovered that wearing white lisle gloves are no help to them in manipulating their sabres. To date, however, no accidents of a serious nature were reported.

#### Scott Field, Belleville, Ill., December 23, 1931:

Staff Sgt. Max Bronkhurst, Signal Corps pigeonier at Scott Field for the past 18 months, departed for his new station at Ft. Sam Houston, Texas. With the financial assistance and cooperation offered by the Commanding Officer, Lt.-Col. John A. Paegelow, the Scott Field loft has made an excellent showing during Sgt. Bronkhurst's tour of duty. Birds from the loft entered all the big races in the central part of the United States and won numerous awards. In the many pigeon shows the past two seasons, Scott Field homers have usually carried off the major portion of ribbons in their classes, and Col. Paegelow was beginning to wonder whether he would have to enlarge his office in order to make room for the trophies.

Pvt. Harry Meyer, whose home was in St. Louis for many years, replaced Sgt. Bronkhurst as pigeonier. Pvt. Meyer has been at the Ft. Monmouth lofts for nearly three years, where he has received valuable instruction under Thomas Ross, the Army pigeon expert.

Maj. Lyle C. White, Medical Corps, reported for duty at Scott Field, replacing Maj. Harrison H. Fisher, who was ordered to Dayton.

#### Selfridge Field, Mich., Dec. 15, 1931:

Maj. George H. Brett, Commanding Officer of Selfridge Field, returned Dec. 13th, after having enjoyed two weeks' leave of absence at Menlo Park, Calif.

Maj. Brett left by rail Nov. 17th to the West Coast to secure and ferry an O-38B from the Douglas Aircraft Co., Inc., Santa Monica, Calif., to Wright Field, Dayton, Ohio, for delivery to the 107th Observation Squadron, 32d Division Aviation, Michigan National Guard.

Arriving at Santa Monica, Nov. 20th, he proceeded to Menlo Park, where he spent his leave of absence.

The O-38 was received from the contractor on Dec. 7th, and Maj. Brett commenced his long journey homeward, via March Field, Riverside, Calif.; Tucson and Phoenix, Arizona; Fort Bliss and Sweetwater, Texas; North Kansas City, Mo.; Scott Field, Ill. and Dayton, Ohio, arriving thereat on Dec. 12th. The trip from Wright Field to Selfridge Field was made by rail during the night of Dec. 12th. The only incident which marred the trip was a delay of one day at Sweetwater, Texas, due to inclement weather.

Maj. Brett had the pleasure of conducting Jean de la Cierva, inventor of the Autogiro type of airplane and party on an inspection trip around Selfridge Field. After seeing the new buildings, etc., the party proceeded to St. Clair,

Mich., where Cierva inspected the new pusher type of Autogiro, made by the Buhl Aircraft Corp.

General Mitchell, former Assistant Chief of Air Corps, visited Selfridge Field, Jan. 2nd. He was conducted around the post by Major Brett. The General was keenly interested in the new construction and remarked that the hangars were the most complete he had ever seen. General Mitchell was impressed by the new type of planes and inquisitive of future development of Pursuit.

#### Third Attack Group, Fort Crockett, Texas, Dec. 15, 1931:

Two Attack planes, belonging to the 90th Attack Squadron, were damaged by fire the night of Nov. 18th, in the large hangar at Ft. Crockett. The fire was discovered at about 10:00 o'clock by the airdrome guard, when he saw smoke issuing from the hangar in which the planes of both the 8th and 90th Attack Squadrons are kept.

Help was quickly summoned from the Post, and in a very short time the flames had been checked, but not before most of the fabric on one, and part of another plane had been destroyed. Luckily, the two Attack planes were right next to the hangar doors enabling the men to stop all danger immediately.

The first of a series of radio broadcasts this season by the Third Attack Group Orchestra was given on Dec. 9th over radio station KFUL, Galveston, Texas. The band, under the direction of Warrant Officer Carl Mueller, played overtures, marches and popular pieces. This program has been made a weekly feature of the radio station.

The duck season in Texas came to a close Dec. 15th. All in all, it was only a fair year for the officers and men who made use of the Third Attack Group duck camp at Matagorda.

Second Lieut. Walter S. Lee departed Dec. 16th on 12 days' leave prior to sailing from San Francisco on Dec. 30th, for Hawaii, to begin a tour of duty.

Lieut. Lee was a member of the 60th Service Squadron, since his graduation from the Air Corps Flying School at Kelly Field in 1928. The officers and men of the Third Attack Group wish him cloudless skies and happy landings.

Lieut. and Mrs. Robert K. Taylor received the congratulations of all their friends over the birth of a son, Robert Kinder, Jr., on Monday morning, Dec. 14th, at the John Sealy Hospital.

Three squash courts recently completed are kept busy most of the time by the officers and enlisted men. The officers are required to take a certain amount of instruction in the game, and then a prescribed amount of exercise each week in the courts.

The enlisted men are given the use of the courts from six to nine in the evening.

A balcony was constructed to enable spectators to watch the players. A shower room and a locker room were constructed to add to the convenience of the players.

#### Bolling Field, Anacostia, D.C., December 24, 1931:

One flight from Bolling during the month of December was posted at the Operations Office with considerable regret, when General Fechet took off for New York on his last flight as Chief of the Air Corps. Incidentally, the farewell party given the General at the Army and Navy Country Club near Washington, is still being discussed as one of the best parties held in these parts in recent years, which, considering Washington's extensive social calendar, means that it was quite a get-together.

The Field's holiday plans this year featured the annual Children's Christmas Party. This party has become an affair of considerable importance to the Air Corps' younger generation in and around Washington. Last year, over 60 children attended and old Santa himself, whiskers, pantaloons and all, following the best traditions of the Air Corps, arrived via plane personally to present each youngster with a nice present. Bolling Field, by the way, is quite proud of its junior showing. A roll call of the officers' families on the Post discloses the very satisfactory total of 18 children. Major Davidson, as C.O., sets a splendid example in this regard, and is justly proud of the latest addition to the Davidson household - twin girls, Frances and Julia by name.

Although Lieut. Giovannoli is not registered as yet on the exclusive roll of the Caterpillar Club, it can not be said that he isn't giving the matter due consideration. In conducting tests on the new Hoffman triangular parachute he has already made one jump during the month. Four of the men working with him have followed his example with the result that Bolling Field is becoming quite the training center for embryo caterpillars.

The latter part of December witnessed much cleaning out of desks and files in the various offices on the post. Unfortunately, it was not prompted by high and worthy resolves to turn over a new leaf with the New Year, but by a general swapping under orders, of jobs among the younger officers, viz:- Lieut. Stranathan as Post Exchange Officer; Lieut. Yeager, Assistant Engineering Officer; Lieut. Willis, Mess Officer and Assistant Operations Officer; Lieut. Robertson, Personnel Adjutant; Lieut. Giovannoli, Detachment Supply Officer and Assistant Operations Officer and Lieut. Pugh, Assistant Engineering Officer.

Pilots who are so taken with the scenery, or otherwise wander so far afield that they fail to arrive at Bolling before the shades of night have fallen, will welcome the news that a blinker system is being installed for the field's boundary lights. These, no doubt, will wink quite confidentially at late arrivals and their excuses.

Possibly Capt. Baker's beaming countenance upon his return to the Post from his honeymoon in Panama, was the link in the chain of circumstances which led up to Lieut. Stranathan's downfall. At any rate, the bachelors and ladies of Bolling Field (and elsewhere) received quite a shock in the announcement of "Pinky's" engagement to Miss Anne Butler Patterson. As is usual in such cases, the patient is in very high spirits.

Whether it was actually the fog over western Ohio or the resolve upon the part of the particular Bolling 038 in question to have a good joke on the field's new crash truck, we will leave to Lieut. J.P. Ryan, of Langley Field, to answer. At any rate, his cross-country to Indianapolis from Bolling Field ended in a Buckeye pasture, some 60 miles from Fairfield, with the 038 minus a landing gear and one wing.

#### 18th Composite Wing, Fort Shafter, T.H., December 10, 1931:

The first half of a transportation problem was successfully completed when, on Nov. 27th, the Wheeler Field Sikorsky, piloted by Lieut. E.B. Hoffman, was flown to the Island of Maui, carrying as passengers Col. J.P. Barney, 8th Field Artillery; Capt. R.H. Finley, Adjutant, Wheeler Field; Capt. L.M. Dyke, Medical Corps, and Mr. R.C. Turner, civilian observer. The plane landed at the field near Lahaina and departed the following day.

This wing participated in several missions during the month, preparatory to the maneuvers in February, 1932. Inshore and offshore patrols, range finding and spotting missions, bombing, drop messages and photographic missions were successfully carried out. It is believed that these preparatory maneuvers will enable personnel of this Wing to perform successfully any mission or missions which may be requested of them during the February maneuvers.

Lieuts. Nick Crow, Otto Weyland, Guy F. Hix and H.L. Smith, having arrived on the U.S.A.T. REPUBLIC, were immediately taken over by their many friends and given a taste of Hawaiian hospitality. Lieut. Crow was assigned to Wheeler Field and Lieuts. Weyland, Hix and Smith to Luke Field.

Fifth Composite Group, Luke Field, T.H.: On November 11th, one plane was dispatched from this airdrome for the purpose of dropping leis on the water of the Natatorium at Waikiki Beach, in commemoration of those members of the military service from the Territory of Hawaii who gave their lives during the World War.

November 21st, the Sikorsky rescue airplane, with 2nd Lieut. Robert E.L. Choate, pilot; Pvt. 1st Cl. Charles F. Bibbs, crew chief; and Pvt. Morley S. Roberts, radio operator; made a training inter-island flight, transporting Capts. B.T. Burt and Carl F. Greene, A.C., and Mr. D.L. McClelland, Civil Service employee, to Upolu Point, Island of Hawaii, for the purpose of inspecting service tanks recently installed at Upolu Point, and the warehouse at Homestead Field, Island of Molokai.

The 72nd Bombardment Squadron now holds first place in the Inter-Squadron Boxing with a lead of 55 points over its nearest rivals, the 4th Observation Squadron.

On Nov. 28th, the Post Volleyball Team defeated the Ft. Kamehameha team to win the Sector Championship. Lieut. Pryce is to be commended on the way he brought us our second Sector Championship this year. The team lost but one contest.

The Luke Field glider, which was entered in the National Glider Meet, held at the Galt Glider Airport, was definitely put out of commission when it crashed during its second trial flight. Lieut. Thompson, pilot of the glider at the time, suffered no more than a heartache at seeing four months of hard work go "boom" in as many seconds. Luke Field wishes the Wheeler Field entry the best of luck.

During the period Oct. 27th to Nov. 6th, the 4th Observation Squadron was engaged in practice maneuvers, in preparation for the actual maneuvers to be held in February, 1932. The Squadron performed artillery adjustment, reconnaissance, photography and drop message missions.

On Nov. 4th and 5th, this Squadron performed continuous night patrols of the northern shores of Oahu from 6:00 PM. to 6:00 AM. daily. The maneuvers were carried on successfully throughout the entire period. Accurate firing data was furnished the Coast Artillery, and enemy fleet locations were reported immediately to Headquarters, Hawaiian Department by radio. The time flown by the personnel of the Squadron during these maneuvers totalled 33 hours and 50 minutes. The remainder of the month was spent in aerial gunnery on tow-targets and instrument flying missions.

Boxing now holds the limelight at this station. The Group keenly feels the loss of "Al" Story and "Shanty" Kregan, both masters of the art of fist-cuffs, who could always be depended on to chalk up scores for the Group.

Fist Lieut. Edgar T. Noyes who with his family departed for the mainland on the U.S.A.T. GRANT on Nov. 3d, was assigned to duty at March Field, Riverside, Calif.

Three popular bachelor officers also departed for stations on the mainland on Nov. 3d: -2nd Lieuts. Tallmadge L. Boyd and Joseph B. Stanley, Jr., Air-Res.; and Mark D.S. Steenson, A.C. Lieuts. Boyd and Stanley were ordered to Mitchel Field, Long Island, N.Y. to await orders to proceed to their homes after two years on Extended Active Duty Reserve status. Lieut. Steenson was assigned to Mather Field, Calif.

In accordance with the provisions of Training Regulations 440-40, the annual Aerial Gunnery and Bombing Course was conducted during the training period Nov. 1, 1930 to June 30, 1931, for officers of this Command. A total of 38 officers qualified as follows: Expert Aerial Gunner (Pilot's Course) 9; Expert Aerial Gunner (Observer's Course), 26; Aerial Sharpshooter (Pilot's Course), 3.

Hawaiian Air Depot, Luke Field, T.H.: The Engineering Department was exceedingly busy during November, keeping up with the airplane overhaul schedule.

In the Aero Repair, major overhauls were accomplished on 7 airplanes, including 3 A-3B, 2 O-19B, 1 LB-6 and 1 P-12C. In addition to routine work orders, the carpenters from the Aero Repair worked on a new sand blast building which is rapidly nearing completion. The equipment for this new building is being constructed by this Department.

In the Engine Repair Section, a total of 13 planes were overhauled. Major overhauls were made on 3 V-1150, 5 R-1340 and 2 R-1750 engines, and minor overhauls on 3 V-1150 engines.

A flight to the Island of Kauai was made Nov. 25th by Capts. Byron T. Burt and Carl F. Greene, A.C., flying an O-19 airplane; Lieut. Charles G. Williamson, A.C., and Major Brooke, M.C., in a Bomber; escorted by Lieut. Robert E.L. Choate flying the Sikorsky. The purpose of the flight was to deliver the caretaker and supplies to Port Allen Airport, and to make formal acceptance of the fueling installations at that field.

The Good Ship, "Republic", brought in on Dec. 8th, Messrs. J.P. Baird, A.W. Lorain and L.R. Jackson, civilian employees; who were given the old Hawaiian Hospitality upon arrival.

This Department received 8 P-12E airplanes on the U.S.A.T. MEIGS on Dec. 21st. After being assembled, these planes will be assigned to Wheeler Field.

18th Pursuit Group, Wheeler Field, T.H.: Night flying has started again and the 6th Pursuit Squadron is putting them up in elements and flights these nights in preparation for the February maneuvers. The beauty of Hawaii in the moonlight makes night flying a delight. On the occasion of our last flight at night, we were treated to a rare spectacle - a lunar rainbow - which remained

arched over the Waianae Mountains all evening.

An exceedingly interesting and instructive Ordnance demonstration, involving maximum machine gun fire and bombing upon silhouette targets, was given by the 26th Attack Squadron on Nov. 12th. Results obtained clearly displayed the power and effectiveness of an attack offense, and certain conclusions of tactical and mechanical natures were obtained. Led by 1st Lieut. Nathan F. Twinning, the following pilots participated in the demonstration:- 1st Lieut. Leonard H. Rodieck, 2nd Lieuts. George McCoy, Jr., James L. Majors, John C. Horton, John W. Stribling, Jr., William R. Graham, John E. Nuhn and Nelson B. David.

Lieuts. S.W. Towle and J.H. Dulligan and families departed for March Field and we certainly were reluctant to see them go. The Group flew an "Aloha" mission that deeply expressed our regret. We hope that their tour of duty at their new station is a pleasant one.

The accidental death of Lieut. Clapper, while horseback riding in the mountains near Wheeler Field, was deeply felt by all members of this Group. Lieut. Clapper was very popular here. His loss was quite a shock to his comrades.

San Antonio Air Depot, Duncan Field, Texas, Jan. 4th:

Congressman and Mrs. Richard M. Kleberg of Corpus Christi, Texas, on a recent visit to the various Army activities of San Antonio and vicinity, paid a visit to this Depot on December 23d. They were accompanied by Brigadier-General C.H. Danforth, Commanding General of the Air Corps Training Center. Congressman Kleberg is the new representative from Texas, succeeding the late Congressman Harry M. Wurzbach.

Lieut.-Col. A.G. Fisher, Commanding Officer, Capt. Warner B. Gates and Lieut. C.E. Thomas, Jr., of this Depot, flew cross-country to Dallas, Texas and return, Dec. 21st. While there they visited the shops of American Airways, Inc., and were highly impressed with the efficiency and exceedingly up-to-date methods and machinery used therein.

Capt. William K. Ennis, 36th Div. Aviation, Texas National Guard, Houston and passenger, on a cross-country trip from Houston to Dallas stopped overnight Dec. 29th-30th.

The holidays passed very quietly and pleasantly at this Depot, with sunshine and balmy weather. On New Year's Day the Commanding Officer and Mrs. Fisher held open house for the officers and ladies of the Post.

36th Div. Aviation, Texas National Guard, Houston, Jan. 10th:

The 111th Observation Squadron sends Holiday greetings and best wishes for continued success for the year of 1932.

Winter activities are under way again after the slack period caused by the aforementioned holidays.

All of the officers are now capable of carrying on two-way radio missions.

To date, those officers who have engaged in puff target work have had considerable success. Before the end of this type of training, we hope to have all officers capable of bracketing a target and then heading for home. Everyone is very enthusiastic about this type of mission, as its value can easily be discerned.

Photographic work has lagged due to inclement weather. Just as soon as the sun decides to shine uninterruptedly for an hour at least, we shall carry on with it.

Various cross-country trips were made during the last month. The major trip (to Kilgore, Texas) was made at the request of Col. J. Lewis Thompson to celebrate the first anniversary of the discovery of the first oil well in that district. Three ships, piloted by Lieuts. Gregg, Eagle and Thompson, made the trip.

Five ships piloted by Capt. Aldrich, Lieuts. Showalter, Austin, Haldane and Eagle scoured the territory around Galveston Bay in a vain search for the bodies of two Houston hunters who disappeared while on a hunting trip.

For the second season the squadron entered a basketball team in the Service League. We had remarkable success with the team last year despite the fact that it was composed of men who hadn't played the game for a number of years. However, we have only one man from last year's team playing this year, but those playing will endeavor to uphold the standards of the squadron.

Fort Sill, Okla., Dec. 26, 1931:

As the Field Artillery School classes gather headway, the activities of both the 1st Balloon Company and Flight "1", 1st Observation Squadron, show a marked increase in cooperative work. It is gratifying to note the increasing interest of the Field Artillery classes in Air Corps tactics and technique, and the corresponding interest taken by air pilots and observers in artillery tactics and firing.

Two Navy pilots, Lieut. W.M. McDade and C.A.P. Brannon, landed at this station with two TG-2 Torpedo planes and mechanics, Aviation Machinist Mates Grimes and Logan. The following day they departed for Midland, en route to Naval Air Station, San Diego, Calif.

Maj. Davis of Crissy Field with Maj. Sander, of Ft. Bliss, Texas, passenger, in an O-25A serviced here recently while en route to Wright Field, Ohio.

Maj. H.A. Strauss, recent graduate of the A.C.A.F.S. at Kelly Field, serviced an O-25A here, en route to Wright Field, his present station.

Lieut. L.V. Beau of Lowry Field, Colo., ferrying an O-2H from Duncan Field, landed at the Lawton Airport instead of paying us the usual visit. He was forgiven, however, when it was discovered that he had thrown a prop about 3 miles South of Lawton and was unable to make the last 4 miles to Post Field. A new motor and prop from the San Antonio Depot sent him on to the Mile High City a week later. Not to be discouraged, however, Lieut. Beau ferried another O-2H through here on Nov. 24th.

Lieut. Hudson in a C-7A, brought ferry pilots Creech, Kesler and McKinnie to this station to return O-19B's left here by the 88th Observation Squadron on their move to Brooks Field. Lieut. Tidwell flew an O-19B, equipped for towing targets, from Brooks Field to this station on the same day. All four Brooks Field pilots were delayed here several days on account of bad weather.

On Dec. 4th Capt. Grisham and Lieut. Magden landed two B-3A's at this station. They departed the following day for Midland, Texas, en route to March Field, their home station.

The following cross-country flights were made by personnel of this station in the past month: Capt. Frank H. Pritchard with passenger, Lieut. T.B. Whitted F.A., to Kansas City; 1st Lieut. Wm. L. Ritchie returned a borrowed tow-target ship to Brooks Field; Lt. D.T. Mitchell flew to Brooks Field and returned Lieut. Ritchie to this station; Lieut. Stroh, with passenger, Capt. R.E. O'Neill, to Denver, Colo.

Advanced Flying School, Kelly Field, Texas, January 11th.

Congressman Kleberg made an inspection of Kelly Field with General Danforth on December 23rd.

Capt. A.B. McDaniel from the Chief's Office spent the Christmas holidays with his parents in San Antonio and with friends at Kelly Field.

Lts. Levi Beery, J.G. Parker and R.L. Williamson flew here from Dayton in a Y-1C and a Ford Transport, bringing winter flying equipment for Cadets.

Major C.L. Tinker, former Asst. Commandant of the A.C.F.S., stopped here recently on his way to New Orleans from Mather Field, Calif. Lt. D.V. Gaffney piloted Major Tinker from Kelly Field to New Orleans and return.

Capt. Auby C. Strickland, formerly instructor in the Pursuit Section at Kelly Field, was ordered here for duty.

Chaplain Edward F. Martin arrived at Kelly Field for duty.

On January 7th, Flying Cadet Robert J. Potter made a successful parachute jump from 1,000 feet from a P1-D plane in which he had been practicing acrobatics. Attempting a roll, the plane got on its back and went into an inverted spin.

Lieuts. Max Schneider, A.L. Jewett and W.D. Old made ferry trips to Middletown, Pa.; Langley Field, Va., and Dayton, Ohio, respectively.

Privates 1st Cl. William H. Tompkins and Earl L. Wild returned to the 41st School Squadron from the Air Corps Technical School.

Master Sergeant John A. Downey, line chief of the 41st School Squadron for about seven years, was transferred to March Field, Calif. He is due for retirement in about eight months.

Master Sgt. Conrad L. O'Briant, who spent the past four years on detached service in Havana, Cuba, returned to the 40th School Squadron for duty.

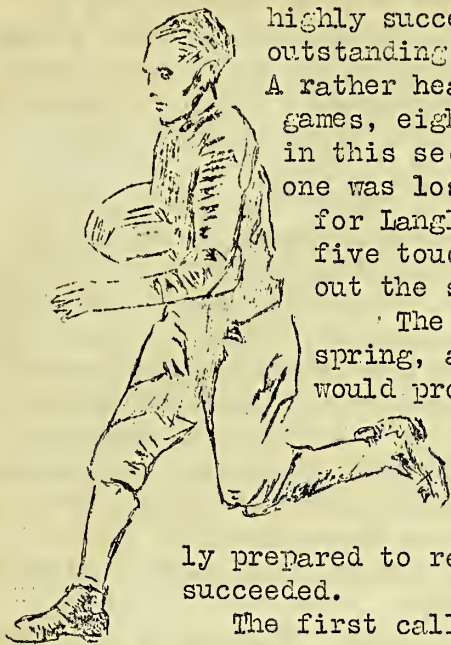
Private Mayo, 40th School Squadron, returned to duty from the hospital.

Pvt. John W. Jackson, 40th School Sqdn., left on an emergency furlough Jan. 7th for Herrin, Ill., where he was called due to the illness of one of his family.

Private Wood, 40th School Squadron, returned from Furlough and states he enjoyed the change.

Lieuts. H L. Boyden and Wm. D. Old were ordered to foreign service, the former to Panama and the latter to the Philippines.





Football at Langley Field during the 1931 season was again highly successful, the team representing the post having been outstanding among the football teams of the State of Virginia. A rather heavy schedule was played, consisting of eleven games, eight of which were against teams representing colleges in this section. Eight games were won, two were tied, and one was lost. The total score for the season was 197 points for Langley Field against 36 for the opposing teams. Only five touchdowns were scored by Langley's opponents throughout the season, while Langley scored a total of 29.

The schedule was prepared during the last winter and spring, an effort having been made to secure teams which would provide fast games. Six teams, including the Quantico Marines and the Naval Apprentice School of Newport News, had been on the 1930 schedule, and these teams were again included for 1931. Four of them had defeated Langley in 1930, and they were evidently prepared to repeat their success in 1931. All tried hard but none succeeded.

The first call was made for candidates for the team to report on August 20th, and more than 100 men answered the call. The first two weeks were spent in conditioning exercises and fundamentals, and with this grueling work under a hot Virginia sun, the squad was reduced in number until about 50 men remained. The first game with William & Mary College, champions of the Virginia Conference in 1930, was scheduled for September 19th, and there was much to be done to prepare the squad for this game. A majority of the members of the 1930 team was on hand and, in addition, some promising material among the newcomers to the post. The 1930 team was almost always out weighed, and an effort was made to find heavier men of the required football ability to add weight and power to the team. Such promising players as Cornwell, a former Langley back; Boynton, from a Western college; Haug from Fort Sill; and Camper, a former Apprentice School fullback, were added to the squad. In addition, Lieut. Frank Smith, former Kentucky fullback, and Lieut. Hugh Worthington, a Texas star, both Reserve officers on active duty, added a great deal of power and experience to the back field. The result was a smooth working, fast, alert team, that gave promise of winning a lot of football games.

The season opened as usual against William and Mary College, which won the 1930 game 19 to 6, at Williamsburg. They still had the famous "Red Maxey," who scored 99 points in 1930, and whose 1931 motto was "100 points or bust." During the first quarter, William & Mary outplayed Langley and scored a touchdown on a blocked punt. The second quarter saw Langley improving, and during the third and fourth quarters William & Mary was decidedly outplayed. Langley tied the score by blocking a punt which was scooped up by an alert linesman who scored on the play. On two other occasions Langley was within a few yards of scoring, but lacked the final punch to put the ball across the line. In the meantime, William & Mary's offensive could not get started. "Red" Maxey and William and Mary's great fullback, Constantino, were repeatedly tackled behind the line of scrimmage for losses. The game ended in a 6 - 6 tie.

The home season started on September 26th against Campbell College, a team which Langley defeated in 1930 by 7 - 0. This game was a 20 - 0 victory for Langley. This game was followed by one with the powerful All-Coast Guard team, President's Cup contenders. The Coast Guard presented a very heavy, powerful, alert and well drilled team. Langley was outweighed 15 pounds per man and was obliged to play a defensive game throughout. The final score, 13 to 0 in favor of the Coast Guard, is only a fair indication of the hard fought game it was. The Coast Guard team later defeated the Quantico Marines 13 - 7 to win the President's Cup.

On Sunday, October 11th, the Quantico Marines brought a heavy, powerful team to Langley, determined to defeat Langley and justify their designation as contenders for the President's Cup. A scoreless tie resulted.

The following Saturday saw the beginning of a long string of victories for Langley. Gallaudet, which defeated Langley in 1930 by 13 - 7, lost a hard game, 18 - 0. Atlantic University was defeated 39 - 0, and Appalachian State was licked in a tight game, 6 - 3. This was one of the best games of the season, the winning score coming on a forward pass late in the game. Potomac State was one of the few to defeat Langley in 1930 and tried to repeat this year, but without

success. Langley won 20 - 0 on a game full of fast, tricky football. Guilford College was the next victim, losing 21 - 7, but they had the distinction of crossing the Langley goal line, being the first team to accomplish this in the last six games. The Apprentice School team was defeated 41 to 7, indicating the speed and driving power the Langley team had developed. The final scheduled game with High Point College was a fitting climax to a great season, with Langley defeating the college team 25 to 0.

The team was coached again by Captain George L. Usher, who has had many years of experience as a player and coach and has made an enviable reputation for turning out successful service teams. He was assisted by Captain L.T. Miller, a former Ohio linesman, who with 1st Sergeant Steve Stanovich, coached the line; Lieut. T.R. Lynch, former West Pointer, and Lieut. Frank P. Smith, a former All-Southern Fullback. Particular stress was laid upon conditioning exercises and fundamentals in order that the players should be in the best possible condition to play throughout a hard schedule. The relatively small number of injuries throughout the season testifies to the excellent physical condition of the men. The spirit and drive they developed testifies to the excellent coaching they received and to their interest in the game. There were few individual stars throughout the season, the team working so well as a whole that team work rather than individual playing was the great characteristic.

To name players who did great work during the season would be to list most of the men on the squad. Reiter and Soult at center were again towers of strength on offense and defense. Cargo, who has developed greatly during the 1931 season, played in several games and showed great improvement over last year. The old reliable Fosse and Jeanette as first string guards were always on the job. Piper and Holmes, tackles, always outweighed as they were last year, smashed up many an opposing offensive play. Coveleski, another old reliable, and Donn on the ends were in everything. These linesmen, with Brewer, Trexell and Mason to fill in at guard; Hainley, Boynton and Keys to relieve the tackles, and White and Moore to replace the ends, formed a line that pound for pound would be hard to equal.

The backfield had such men as "Doggy" Kerr, the 140-pound "fightin' fool," who was responsible for many a long dash off tackle; Howard, who specialized in powerful line plunges and long well-placed punts; Lieut. Worthington, who made several long runs for touchdowns; Owens, another powerful line plunger; Lieut. Smith, who was powerful both on offense and defense; Cornwell, a shifty, fast broken field runner, and the reliable Hetrick and Tyrell. Hunt, a former Carlisle Barracks player, and Sagon from Fort Washington, newcomers to Langley Field, were added to the squad as backs.

All of these men made a hard playing, hard, clean tackling combination that made a record any team should be proud of. An outstanding characteristic of the Langley team was its clean and sportsmanlike conduct on the field. Visiting teams with no exceptions were high in their praise of the clean football played by the Langley team, and some stated that the cleanest game of their season was that played against Langley Field. This did not interfere with the playing of a hard game of football. Any team which opposed Langley Field will testify that they were in a hard game and opposed to a fighting, hard tackling team.

Plans are now under way for the 1932 season, and the schedule promises to be as hard as that for this year, and perhaps a little harder. Many veterans of the 1931 team will be available, and with the new material that is being attracted to Langley Field on the strength of the football reputation that has been established, prospects for a successful season are very bright. An effort is again being made to have the Langley team designated as a contender for the President's Cup in 1932, and if this effort meets with success the Langley team will have an opportunity to win national prominence.

No resume of the football season would be complete without mention of the Langley Field band which performed at each game. This band, trained and drilled by Warrant Officer Michael Quinto and dressed in snappy uniforms, put on a drill and music that caught the fancy and interest of the spectators and invariably won their applause.

-----  
The Fort Crockett Flyers played their last game of the season December 5th against the 23rd Infantry eleven, at League Park in San Antonio. This game was part of the elimination series for the championship of the 8th Corps Area.

The powerful Infantrymen smothered the Flyers with a 34 - 0 score. The Fort Crockett team was not as strong as the one in 1929, when they defeated the

23rd for the championship of the Corps Area.

In a series of thrilling and hard-fought games, Kelly Field became the local Army League football champions for 1931.

In the first game, Kelly defeated the 23rd Infantry, Corps Area champions for 1930, to the tune of 14 to 6. Lieut. Harding, coach and quarterback of the Kelly Field team, was the mainstay for the Flyers. The brilliant generalship and playing of Harding was reminiscent of his football days at the Academy.

In the second game, Kelly came through with flying colors to win over the 9th Infantry, 21 - 10, after trailing 7 - 2 at the half. Lieut. Harding again showed his caliber and won the game with his passing to Cundiff and Parton. After receiving a 25-yard pass from Harding, Cundiff raced 60 yards for a touchdown. Kelly made three touchdowns in the last 12 minutes of play, and Harding's passes were responsible for each one.

In the third game the supposedly weak 2nd Field Artillery Brigade put up a good fight, and Kelly was forced to play hard to win 14 - 0. Kaufman and Mylanczak carried the brunt of the attack.

On Thanksgiving Day, Randolph Field bowed in defeat at the hands of Kelly, 14 - 0. The line smashing of Mylanczak and Son, and the passing and kicking of Parton featured the game. This was the fourth and last game of the series for Kelly Field, making them champions for 1931 in the local Army Football League.



First round basketball games in the Scott Field championship league resulted in a surprising upset when the 24th Airship Service Company turned in a clean slate of wins. Last season the 24th team won but a single league game and before the season their chances had been rated as very poor. In the opening games, the 24th cleaned up on the 15th Squadron, the present champions, and the 9th Airship Company took the Staff five by a one-sided score.

Play in the second round was much improved, but again the 24th and 9th teams scored wins against the Staff and 15th, respectively.

The games in the third round were as closely fought as could be wished. The 15th and Staff went nip and tuck from the first whistle, with never more than a three point difference until the last two minutes of play, when the final basket gave the Observation team a win by a 24 to 20 score. The "by" game to decide the leadership between the 24th and 9th Companies was another ding-dong battle. The first quarter ended in a 5 to 5 tie and in the next two quarters neither team could get over two points ahead. Starting the final quarter a point behind, the 24th sharpshooters dropped in two quick baskets to take a three point lead. Twice the 9th pulled up to a point behind, but the Service Company was not to be denied and a last minute basket put the game on ice with a 22 to 17 count.

Play in the series was interrupted by the Christmas holidays, but the second and third rounds of play will take place in January and early in February.

Lieut. Cousland, Athletic Officer at Bolling Field, D.C., can well be proud of the showing of the post basketball team this season. In 20 games played, they have finished with the long end of the score tucked under their belts every time, and 20 wins out of 20 games is a real record in basketball these days. Moreover, in these 20 games they have piled up 740 points against their opponents' 336. Nor have all these games been windfalls. Fort Myer, last year's Third Corps Area champions, fell before the attacks of the Bolling Field squad to the tune of 60-32.

After a hotly contested series, the 23rd Bombardment Squadron defeated the 4th Observation Squadron by the score of 42-11, to win the Inter-Squadron Basketball championship at Luke Field, Hawaii.

Scott Field received its annual inspection, December 12th to 15th, from Lt.-Col. Charles A. Thuis and Major Ernest J. Carr, Inspector General's Department. While the official report of the Inspector will not be received for some time, it is believed that, in general, the conditions at the field will receive little adverse criticism.

## INSPECTION DIVISION NOTES

### SUGGESTIONS FOR THE IMPROVEMENT OF AIRCRAFT MAINTENANCE AND TECHNICAL RECORDS, REPORTS AND FILES.

The last pages of the Air Corps News Letter are now being utilized by the Chief of the Air Corps to bring to the attention of all Air Corps activities and personnel various suggestions for the improvement of aircraft maintenance and more accurate preparation and maintenance of technical records, reports and files. This is done to permit interested activities and personnel to detach these pages and maintain them in a separate folder for their own information, reference and application, where desired.

This is the fourth article published to date. Comments and recommendations of all interested personnel are desired. Suggestions for their improvement and complete information on station and organization methods or systems employed to facilitate operations and engineering work are especially desired. Correspondence reporting the above information should be addressed to: Chief of the Air Corps, Attention, Chief Inspection Division, Washington, D.C.

#### AIRCRAFT MAINTENANCE DEFICIENCIES

Recent technical inspections of Air Corps activities, conducted by representatives of the Chief of the Air Corps, indicated the following as the most common aircraft maintenance deficiencies and that they exist at practically all stations:

Aircraft batteries poorly maintained and the cell reading taken during the inspection seldom corresponding with that shown on the form 41.

Compasses not compensated during a 28-day period and this fact not shown by a red dash on form 41. In some cases mechanics had initialed the form 41 to indicate compass compensation without actually doing the work. Compasses seldom contained the proper amount of liquid.

Oleo cylinders, both tail wheel and landing gear, were in need of oil.

Hose connections, fuel, oil and water, loose and many defective.

Leaks in gasoline pressure release valves, wobble pumps and primers.

Safety belts installed the reverse of that prescribed by TO 01-1-54.

Engine hold down and exhaust stack bolts loose.

Fuel strainers dirty, particularly carburetor strainers.

Spark plug nipples rotten and in some cases where gap is less than 3/4", not installed.

In practically all cases the discrepancies in aircraft maintenance found to exist during technical inspections were not recorded on forms 41 with the result that these forms did not indicate the true condition of the aircraft. Defects noted by pilots on forms 1 were not always transcribed to forms 41. In some cases where these defects were correctly transcribed to form 41, no corrective action was shown. A specific example is: Pilot reports on form 1, "missing on left switch." This remark is properly transcribed to form 41 in column 10, but no red diagonal is entered in column 59 to show the defect reported, nor is any remark entered in column 116 to otherwise explain such defect and its correction.

In all cases where pilots report defects on forms 1, such defects should be accurately transcribed to forms 41 and necessary correction thereof shown.

#### MAINTENANCE OF PERMANENT FILE OF STRIP MAPS

Air Corps activities are now utilizing various methods for the purpose of maintaining the permanent file of strip maps of the latest revision consisting of one copy each of Air Corps, Department of Commerce and Hydrographic Office strip maps as required by Air Corps Circular 90-2. Many such files are being maintained in file cabinets which necessitates the folding of the maps and increases the work incident to the entry of necessary changes.

The following system, in use at Bolling Field for some time, has proven satisfactory:

All strip maps of each classification are mounted in numerical order on an aluminum sheet the width and length of the largest strip map. Maps are fastened by a clip to one end of this metal sheet and this sheet hung on the wall of the Operations Office to conserve space. When changes to maps of any particular class are required, the metal sheet, to which is attached the particular class of maps affected by the changes, is removed from the wall and laid on a flat surface or desk where the maps can be turned as the pages of a book.

Due to the simplicity of the above method, the limited wall space required

and the ease with which corrections may be entered on a strip map, the above system is recommended for all Air Corps activities.

#### METEOROLOGICAL DATA

Recent inspections of Air Corps activities revealed that in many instances meteorological data available in the Operations Office is entirely inadequate, insufficient and stale. With the system of broadcasting weather conditions now in operation by the Department of Commerce, such condition should not exist. The Department of Commerce stations broadcast on a frequency between 237 and 350 kilocycles on an average of three times during each hour. Stations are very numerous and so located that one or more is within range of each Air Corps station in the United States. All Air Corps stations have radio equipment which will receive these broadcasts readily, as any set which works on a frequency of between 237 and 350 kilocycles may be used for this purpose.

This office is making every effort to cooperate with the Department of Commerce in order to furnish all data in connection with aids to navigation. In this connection see Department of Commerce Airway Bulletin No. 1, dated September 1, 1931, as amended by Air Commerce Bulletins issued semi-monthly, which particularly cover broadcasting by voice.

All that is necessary on the part of station commanders in order to utilize this service fully is to designate radio operators to copy the data at the time desired and post it where it will be available for the information of pilots.

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The following Technical Letters have been distributed by the Materiel Division, Wright Field, Dayton, Ohio, since the last issue of the Air Corps News Letter on December 28, 1931:

<u>Date and No.</u>	<u>Subject</u>	<u>Distribution</u>
11/17/31 TL-31-270	Reinforcement of Aileron Spar - Boeing P-12B, P-12C, P-12D and P-12E airplanes.	Bolling, Chanute, France Luke, March, Mather, Maxwell, Selfridge, Wright, all Depots.
(This Technical Letter replaces Technical Letter Serial No. 31-270, dated October 15, 1931, and accompanying drawing.)		
12/23/31 TL-31-287	Surge chamber for Dampening Out Oil Pressure Fluctuations on all types of V-1150 and V-1570 engines.	General
(This Technical Letter replaces TL 31-287, dated Nov. 21, 1931).		
12/31/31 TL-31-300	Instructions for Operation and Identification of Prestone Cooled Engines.	General
12/14/31 TL-31-301	General Information on the Maintenance and Operation of Douglas O-250 Airplanes	Chanute, Crissy, Mitchel, Wright and all Depots except foreign.
12/14/31 TL-31-303	Replacement of Magneto Drive Shaft Screw Part No. 1175, made of Dural with a screw made from Steel in Pratt & Whitney Engines	All Depots.
12/28/31 TL-31-306	Leakage of Vellumoid Gasket Under Cap of Relief and Bypass Valve Assembly No. 0153547.	General
12/17/31 TL-31-307	Change on Fokker Y1C-14 and Y1C-15 airplanes to correct Wing Heavy Condition.	Chanute, Crissy, Maxwell, Kelly, March, Mather, Wright, Selfridge, FAD, MAD, RAD, SAAD
12/17/31 TL-31-308	Replacement of Lever, Front Rudder Pedal Pull, and the Installation of Pedal Stops, Curtiss A-3, O-1B, O1-E, O-11, O-13C and O-26 Airplanes.	Chanute, Wright, Hawaiian AD, RAD, MAD, FAD, SAAD.
12/21/31	Modification of Grip, Parachute Ripcord, Part No. 0158987.	General
12/21/31 TL-31-310	Packing Parachutes	General
12/21/31 TL-31-311	Inspection of Cabin Heaters (All Airplanes so Equipped).	Bolling, Brooks, Chanute, Crissy, Ft. Crockett, France, Kelly, Langley, March, Mather, Maxwell, Mitchel, Randolph, Scott, Selfridge, Wright, Panama AD, MAD, RAD, FAD, SAAD.
12/23/31 TL-31-312	Change in Method of Attaching Brace Cables to Fin - Ford C4A and C-9 Airplanes.	Bolling, Chanute, Langley, Ft. Crockett, France, March, Randolph, Selfridge, Wright, MAD, FAD, SAAD, RAD and Panam A.D.

<u>Date and Number.</u>	<u>Subject</u>	<u>Distribution</u>
12/23/31 TL-31-313	Reinforcement of Radiator, Douglas O-25A and O-25B Airplanes.	Ft. Benning, Chanute, Ft. Leavenworth, Chicago, Langley, Marshall, Maxwell, Wright, MAD, FAD, RAD, SAAD.
12/23/31 TL-31-314	Installation of Spacers Elevator Hinge Attachment on Stabilizer Rear Spar of Thomas Morse O-19B, O-19C, O-19D and O-19E airplanes	Brooks, Chanute, France, Hatbox, Hensley, Kelly, Luke Langley, Pope, Post, Scott, Selfridge, Wright, all Depots.
12/28/31 TL-31-316	Removal of Fairing Tail Wheel, Locomer C-7A, Y1C-14 and Y1C-15 Airplanes.	Brooks, Chanute, Selfridge, Crissy, Kelly, March, Mather, Maxwell, Mitchel, Randolph, Wright, MAD, FAD, RAD, SAAD.
1/5/32 TL-32-1	Pratt and Whitney and Wright Engine Air-Cooled Cylinders.	General
1/5/32	Removing Push Rods on SR-1340-F Engines, Air Corps Nos. 32-45 to 32-69 Inclusive.	March and Wright, RAD, FAD.
1/4/32	Change in Position of Type A-2 Bomb Release Handle, Dwg. No. 0154-393, on Models O-1E, O-1G, O-13C, O-26 and O-39 Airplanes.	General

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The following Air Corps Circulars and Air Corps Circular Letters have been published and distributed by the Office of the Chief of the Air Corps since the last issue of the Air Corps News Letter on December 28, 1931:

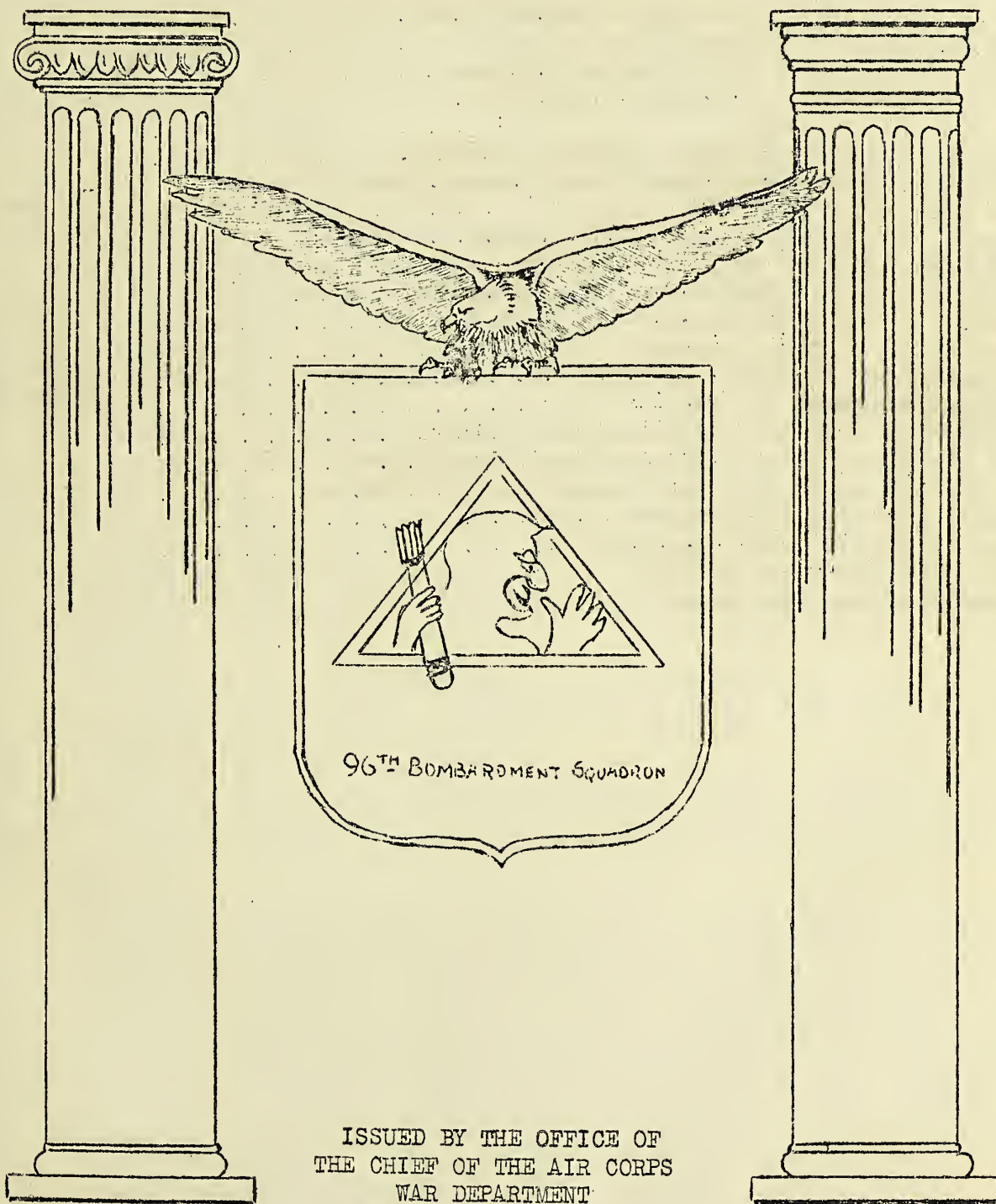
#### AIR CORPS CIRCULARS

<u>Number</u>	<u>Subject</u>	<u>Date</u>
Cir. 15-38-A	Air Corps Forms Nos. 49, 50, 51 and 83	12-31-31
Cir. 35-3	Ferry Pilots	1-5-32

#### AIR CORPS CIRCULAR LETTERS

<u>Stencil No.</u>	<u>Subject</u>	<u>Date</u>
W-2025, A.C.	Circular 40-3, OCAC, dated Nov. 30, 1931	12-28-31
W-2029, A.C.	Shipment of Baggage of Enlisted Men Ordered to the Air Corps Technical School, Chanute Field, Rantoul, Ill.	1-4-32
W-2030, A.C.	Operation of Airplanes	1-6-32
W-2027, A.C.	Ferrying of Aircraft	1-7-32
W-2032, A.C.	Gasoline Storage and Servicing	1-13-32

# AIR CORPS NEWS LETTER



ISSUED BY THE OFFICE OF  
THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

CUNNINGHAM

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Information Division  
Air Corps

February 18, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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#### ARMY AIRPLANES PROVE SALVATION OF RED MEN.

King Winter, in one of his ugly moods, played a mean trick on a tribe of original Americans - Red Men - inhabiting the reservation in the northern portions of New Mexico and Arizona. A storm, severe in its intensity and most unusual for that portion of the country, descended upon this tribe of Indians and, being totally unprepared to cope with rigorous weather of that sort, suffered hunger and other privations.

Ever ready to render prompt aid to those of its citizens in distress, the government took prompt measures to dispatch a relief expedition - a flight of Army planes, loaded with food supplies, which reached the abodes of the suffering Indians in a fraction of the time any other agency of transportation could have accomplished the task.

That this relief expedition was successful in every way is attested by the following letter received by the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, from Mr. C.S. Rhodes, Commissioner of Indian Affairs, Department of the Interior, under date of January 22nd:

"It would be impossible for me to adequately express my deep appreciation for the splendid relief work which has been done by the Army Air Corps in relieving the distressful conditions which exist among the Navajo Indians in Arizona and New Mexico.

The reports which I have received from our Superintendents at Winslow indicate that your speedy action has resulted in the saving of thousands of lives.

The Navajo are a great race. They have just been visited by terrible tragedy. They had done their uttermost to help themselves to combat the elements when this last storm, a week ago, broke over them. It rendered them helpless. The members of the Indian Service also tried to carry on but found it impossible and were forced, through necessity, to call upon you. The ready response which we received and the wonderful work done by the pilots of the planes will remain in our memory as long as we live. I am sure that the Indians and the personnel of the Indian Service in the southwest are as fully appreciative as we are here in Washington.

Please send my appreciation both on behalf of myself and in behalf of those people who have been aided to all members of the Army Air Corps who have taken prominent parts in this great drama."

The flight of Army airplanes, which was sent from March Field, Riverside, Calif., under the command of 1st Lieut. Charles H. Howard, comprised six B-2 Bombers, a Ford C4-A Transport and an O-38 Observation plane, these eight planes carrying, in addition to food supplies, a total of 15 officers and 25 enlisted men, viz:

Pilots - 1st Lieuts. Charles H. Howard, Ralph A. Snavely, 2nd Lieuts. John S. Mills, Lewis R. Parker, Donald R. Lyon, Emery S. Wetzell, Stanley K. Robinson, Charles W. Haas; Co-Pilots, 2nd Lieuts. Ivan L. Farman, Harold W. Bowman, Joseph A. Miller, Air Corps, George A. Smeltzer, Harold F. Blackburn, Frank E. Wittenberg, Reserve; Flight Surgeon, Major L.E.J. Browne, Medical Corps; Master Sergeant Leslie L. Wells; Technical Sergeants Stephen McAlko, Peder Berg; Staff Sergeants Paul S. Patterson, Henry V. Puzenski, Mervyn P. Merrick, Anton F. Gill, George S. Dooley, G.R. Blunden, Michael B. Kieado, Alvin G. Blum; Sergeants C.R. Sellers, Ludwig Karrle, Everett F. Waid; Corporals George W. Hallowell, Jr., Edward Martin, Rua C. Hayes, William O. Miller, Cecil L. Lowery, John O. Fleming; Privates, 1st Class, Charles L. Hunley, Ray H. Coulter, Charles E. Ralph, Lee E. McAltee; Private Robert A. Tuck.

The flight left March Field at 7:15 a.m., January 16th, and arrived at its destination, Winslow, Arizona, some  $3\frac{1}{2}$  hours later. Between noon of January 16th until the return of the planes to March Field at 2:50 p.m., January 21st, various local flights for the purpose of distributing food supplies were made

between Winslow, Tuba City, and Holbrook.

A letter recently received from Lieut.-Col. Henry H. Arnold, Commanding Officer of March Field, contains the following paragraph:

"Our relief expedition in Northern Arizona was highly successful, so much so, that we believe everyone was pleased with our efforts. Some 30,000 pounds of food were dropped on the various Navajo and Hopi Indian villages, and the flying was done over some of the roughest country in the United States. The Indians were very appreciative, but the pilots were glad when it was over, for they could then get back to their home station where the climate was less severe and flying less strenuous."

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#### EDDIE STINSON GOES TO HIS LAST RESTING PLACE

Seldom was the name of Eddie Stinson, that sterling veteran pilot, associated with an airplane accident of any sort. He was one of the real "Early Birds" of aviation, and during the twenty years he spent in the flying game it was stated that he had exceeded the mark of 14,000 hours in the air - more than had been accumulated by any other man in the history of aviation, and that he had covered nearly 1,500,000 miles.

Fate was unkind to this veteran of the air, so skilled in the flying art, and he succumbed on January 26th to injuries received when the Stinson-Detroiter he was piloting developed motor trouble while over Lake Michigan, a short distance off shore, and in the darkness in attempting to maneuver it to a safe landing on a golf course unfortunately struck a flag pole, shearing off the right wing. Despite severe internal injuries, Stinson walked away from the wrecked plane. He was immediately taken to the Illinois Central Hospital, where he died early the following morning. His three passengers were seriously injured.

The passing of Eddie Stinson saddened the hearts of the thousands who knew him and left a great void in the ranks of the flying fraternity. Born at Fort Payne, Alabama, July 4, 1893, Stinson learned to fly in 1915 at the Wright Flying School at Dayton, Ohio. During the World War he left a very remunerative position with the Curtiss Aeroplane Co. to "do his bit" for Uncle Sam. At that time, his physical condition was such as to defeat his ambition to become a military flyer, although he was most highly recommended by officers in the Aviation Section, Signal Corps, one of whom stated that "He is by far the best flyer in this country, and I doubt if he has any superior in any country."

Appointed a civilian flying instructor at Kelly Field, Texas, Stinson served in that capacity for a number of months. Later, when his physical condition improved, he was commissioned a 1st Lieutenant in the Air Service, and assigned to duty at Dorr Field, Arcadia, Fla. He requested and received his honorable discharge from the military service on January 7, 1919.

Back in civil life, Stinson founded the Detroit-Stinson Co. He designed the transatlantic planes of Ruth Elder and George Haldeman, the globe-circling ships of Brock and Schlee, and numerous others.

Thousands attended Stinson's funeral at Detroit, braving the drizzle and chill wind. Leading up to the high, open spaces of ground in which his body was laid to rest, stretched the lines of automobiles, six miles long, in the funeral procession. Overhead circled pilots from nearby airports who braved the risks of the lowering sky, among whom were Army flyers from Selfridge Field.

Among those present at the last rites, in addition to his parents, his brother Jack, his sisters, Margaret and Mrs. Katherine Stinson Otero, were Col. Edward V. Rickenbacker, Major Reed Chambers, Major Rudolph W. Schroeder, famous Army flyers in war days, also Bert Hassell, William Brock and others who made names for themselves in aviation.

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All of Mitchel Field mourned the death of Lieut. Francis X. Kelly, Air Reserve, who was killed in a commercial ship shortly after his tour of active duty at this field had ended. "He had been with us for more than a year," says the News Letter Correspondent, "when he stepped back into civilian life and was one of the finest young officers any of us have had the pleasure of knowing. Most of the junior officers attended his funeral and the others flew a funeral formation of four ships in a Vee with a blank file in number two position. The formation followed the funeral column through Brooklyn to the cemetery and after circling once cut their throttles in a silent gliding salute to a gallant comrade."

DURATION RECORD FOR GLIDER FLIGHT ESTABLISHED BY AIR CORPS

By the News Letter Correspondent

The Glider Contest which was held in this Department (Hawaiian) last month terminated when Lieut. William A. Cocke, Air Reserve, brought the "Nighthawk," (sailplane) down to the starting point after 21 hours, 34 minutes and 15 seconds in the air, covering a distance of approximately 600 miles and reaching an altitude of 3400 feet. In a letter of commendation to Lieut. Cocke, Major-General B.H. Wells, commanding the Hawaiian Department, is quoted as follows:

"On December 18, 1931, you terminated a spectacular flight in a motorless sail-plane or glider, after remaining in the air for 21 hours, 34 minutes and 15 seconds, and covering a distance of approximately 600 miles, thereby establishing two new official world's records - that of endurance and distance, respectively.

In making these records, you have not only brought new honors to the Territory of Hawaii, but to the Army in general and to the Air Corps in particular, and your comrades are duly proud of your extraordinary achievement.

Your perseverance and your continued efforts for the advancement of Aviation reflects great credit upon you and I therefore, as Department Commander, wish to tender my sincere congratulations."

Lieut. Cocke received a total of four awards for his record flight in a glider, which were presented by Mr. John R. Galt, President of the Hawaiian Chapter of the National Aeronautic Association, "For courage, initiative, fortitude and skill." He then presented the following trophies:

Event 1 - Endurance with return to starting point: Silver and gold cigarette case - donated by Inter-Island Airways.

Event 2 - Distance with return to starting point: Silver trophy, donated by members of the Territorial Aeronautical Commission.

Event 3 - Altitude above starting point: Silver trophy, donated by Mr. A.W. Van Valkenburg.

Grand Prize - Greatest number of points scored for all events: Silver trophy, donated by the Honolulu Chapter, N.A.A.

He also announced the official records made by Lieut. Cocke:

First, endurance: 21 hours, 34 minutes, a new World and American record, breaking the previous world record held by Ferdinand Schulz of Germany of 14 hours and 7 minutes by 7 hours and 27 minutes.

Second, distance: 600 miles, a new World and American record, breaking the previous world record held by Ferdinand Schulz of Germany of 283.22 miles by 316.78 miles.

Third, altitude: 3400 feet. This is 270 feet better than the American record, but not enough for an official new record, as the previous mark must be exceeded by at least 200 meters, or 656 feet. The world's record is 8,494 feet, held by Robert Kronfeld of Germany.

The pride which the "Wing" feels in the achievement of Lieut. Cocke cannot efface the sorrow which we share in the tragic death of Lieut. W.J. Scott, who was killed during the contest. Both pioneers of daring and intelligence, it was Lieut. Cocke's lot to succeed and Lieut. Scott's to die. One gambled and won, the other gambled and lost. So it goes with the men who are exploring new fields for the advancement of the twentieth century's most fascinating science - aviation. They take their risks as the forerunners of civilization have always done.

It was not only the ability of the men who constructed the glider and the skill of Lieut. Cocke, but the peculiar air conditions which prevail on the north side of Oahu that made it possible for Lieut. Cocke to remain aloft for 21 hours and 34 minutes to establish a new world's record. This promises much for the future. To have stationed in these Islands men of the enterprise and ability, who are responsible for the great glider performance, and a location which gives them unusual opportunity to carry out their purposes, is very properly a source of satisfaction.

Lieut. Cocke has brought new honors to Hawaii, the Air Corps and the Department, as well as to himself. The community is proud of him. He has earned our sincerest congratulations.

Ed. Note: A Bulletin issued by the National Aeronautic Association, Washington, D.C., states that the official report on the flight was approved by the Contest Committee of the N.A.A. for forwarding to the Federation Aeronautique Interna-

tionale in Paris for homologation as the official international record in that category. It is further stated that reports from the Bureau of Standards on the calibration of Lieut. Cocke's barograph will determine whether he was successful in exceeding the present altitude mark by the required 656 feet. The Contest Committee has ruled out the distance attempt, since it was made by shuttling back and forth between two pylons and not in accordance with F.A.I. regulations governing distance with return to starting point which recognize only the straight line distance from the point of take-off to farthest turning point and return.

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Perhaps one would be justified in asserting that the satisfaction Lieut. Cocke derived from his glider flying achievement was overshadowed by his recent initiation into the Caterpillar Club. This young Reserve officer had been transferred from the Hawaiian Department and assigned to temporary duty at Crissy Field, Presidio of San Francisco, Calif., until the time he was slated to be relieved from active duty along about the middle of February. The story of how he joined the Caterpillar Club is related by the San Francisco CHRONICLE, as follows:

"Plunging over the side of a blizzard-racked plane to fall more than two miles through blinding snow and then to alight in about the only safe spot in Sequoia National Park - that was the thrill related last night (February 2nd) by Lieutenant William A. Cocke, Jr., reserve flyer, who 'bailed out' of the Army observation plane which was lost last Monday (February 1st) on its way from Glendale to Crissy Field.

Park rangers considered it a miracle that the Lieutenant was still alive, for besides his 13,000-foot parachute leap, he wandered for nearly twenty-four hours in the drifts and bitter cold before they stumbled across him and carried him to the park headquarters.

Lieutenant Cocke's companion, Lieutenant Edward D. Hoffman, who was piloting the plane, apparently refused to take a chance with the parachute, for when Cocke gave the signal for bailing out, Hoffman shook his head. The last Cocke saw of the plane before it was swallowed up in the dense curtain of snow, it was plunging ahead toward the southwest on the wings of a screaming gale.

Lieutenant Cocke told his story just before he boarded a San Francisco-bound train at Visalia. According to the Associated Press, he said the plane was forced to an altitude of 18,000 feet on the flight to Crissy Field in an endeavor to ride above the storm. This proved futile. The flyers had lost their bearings, the wings were being weighted down with snow and sleet and the engine was sputtering.

It was then Lieutenant Cocke decided to take a chance. Without the slightest idea of his whereabouts he cut loose. The gale whipped and tugged at his swaying chute, but by the greatest of good luck he alighted within 200 yards of one of the park roads. That was at 11 o'clock Monday morning. All that day and throughout the night he wandered in the forest, fighting the drifts and the blizzards. He had about given up hope, when he came out on the road and encountered the rangers.

After he was warmed and fed at the park headquarters, he was taken by automobile to Goshen Junction, where he boarded the San Jaquin Flyer on the Southern Pacific for this city.

The last he saw of the plane and Lieutenant Hoffman, he said, they were being swept to the Southwest. They were headed towards Hockett meadow, according to the park rangers. There, in an isolated, almost inaccessible section about fifty miles east of Visalia is a level spot at 9,000 feet altitude, where Hoffman might set down his plane."

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The Army Air Corps immediately instituted a wide search for the missing Army Reserve flyer. A telegram received from Major Michael F. Davis, Commanding Officer of Crissy Field, states that approximately 70 airplanes from March, Mather and Crissy Fields made a coordinated search between February 2nd and 5th, inclusive, over area believed most likely to contain Lieut. Hoffman and his airplane. Estimated 500 flying hours expended. Searching parties then returned home station on decision of senior officer present with searching party. Terrain extremely rugged with thick forest and brush, generally impassable except on main road. Snow depths up to 20 feet. Since February 5th air operations impracticable due to unfavorable weather. Contemplate further search by airplanes from Crissy Field to include photography as soon as weather permits. All action and decisions relative to search coordinated with and confirmed by Headquarters Ninth Corps Area.

## CHEMICAL WARFARE DEMONSTRATION AT BROOKS FIELD

By the News Letter Correspondent

"The use of airplanes delivering gas attacks will greatly increase the effectiveness of this weapon in warfare, placing even the reserve troops far behind the lines within range of its attack and ravages," said Captain John McCoy, Chemical Warfare Service, Fort Sam Houston and Second Division, in a series of illustrated lectures to the officers and men of Brooks Field, Texas, who were assembled in the Service Club at that station on two consecutive days recently.

Following the issue and fitting of gas masks to the personnel of Brooks Field, Captain McCoy, assisted by Technical Sergeant Samuel A. Denton and Private, 1st Class, Adolph R. Kubicek, Chemical Warfare Section, demonstrated most effectively the use of gas in modern warfare. Captain McCoy said, among other things, that "Gas is one of the most effective weapons of modern warfare, but is also one of the most humane. A smoke screen laid over an enemy artillery battery, by airplanes, reduces its effectiveness to only four percent, while friendly fire is almost twelve percent effective through smoke."

The troops of the field were assembled in two waves. Major Frank D. Lackland, Air Corps, the Commanding Officer, and all of the officers of the field, in a splendid spirit of esprit de corps, took their positions on the right of the first wave and accompanied the men through each concurrent gas attack. While the first wave was undergoing the instruction, the second wave was held in reserve and interest and desire were at peak. Figuratively speaking, it was indeed "zero hour."

An unusual incident happened upon the terrain spread with tear gas. A large rattlesnake with four rattles and a button hastened out of its hole and attempted to seek safety, but it was discovered and promptly dispatched by the men in the midst of the gas attack, proving beyond reasonable doubt the truthfulness of the lecturer's statements - "That one load would cover an area of 1,000 square yards and was capable of placing hors de combat or eliminating a regiment of men." This incident particularly emphasized the lecturer's statements to the effect that "planes equipped with tanks filled with mustard or Lewisite gas can operate far from a central base and with one load an airplane thus equipped can perform the work of a whole company of the Chemical Warfare Service."

It was interesting to watch the dogs of the various squadrons accompanying the men through the gas attacks and to note their antics in their attempts to clear their nostrils. One of the smaller pets sank down on his front quarters and scratched his nose with his paws.

To satisfy the Doubting Thomases of the effectiveness of the screen through which they had passed and the utility of the gas mask, it was suggested by the instructor that each of the waves march through the smoke screen without the gas mask. This was done. Many men lost their sense of direction. Veterans coughed and allowed the tears to dampen their ruddy cheeks and declared that this mask was a great improvement over the one used in the trenches in France.

It was evident to all that the demonstration was quite instructive and that gas masks are sufficient to protect against gases which only affect the lungs.

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## MAJOR DOOLITTLE TAKES ACTIVE DUTY AT SELFRIDGE FIELD

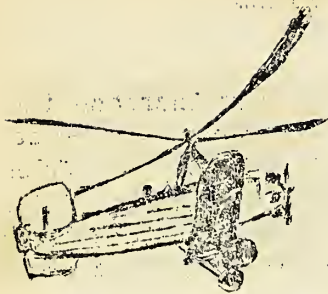
Major James H. Doolittle, better known to his friends as "Jimmy," reported to Selfridge Field, Mich., for a tour of two weeks' active duty, January 17 to 30, 1932. Major Doolittle was formerly a Regular Army Air Corps officer, and took keen pleasure in getting back into uniform, flying service type airplanes and communing with his old friends and fellow officers.

During his tour at Selfridge Field, Major Doolittle, in addition to his regular duties, superintended cold weather tests of aviation fuels and oils at this station. Unfortunately, cold weather did not arrive until the day of his departure, so the tests were not as comprehensive as they might have been.

The Major reported for active duty in his own airplane, bringing with him Mrs. Doolittle, who has many friends and acquaintances on the post. Both Major and Mrs. Doolittle, individually and together, were much feted during their stay at Selfridge, and their friends among the members of the command were sorry when "Jimmy's" short two weeks of active duty were over.

## MR. ALFARO LECTURES ON AUTOGIRO ROTOR

By the Wright Field Correspondent



Mr. Heraclio Alfaro, a native of Spain, whose work in this country embraces a number of years in autogiro design, recently addressed the officers and engineers of Wright Field, Dayton, Ohio, his subject being the Autogiro. Mr. Alfaro explained that, since the autogiro itself had been so ably explained in several recent instances, he would confine his discussion to one of its most distinctive features, the rotor. A brief resumé of the talk follows:

This revolving affair, the rotor, looks odd because of its substantial departure in appearance from natural flyers and seems flimsy because of its hinged and flexible blades. Frequently it is compared to a windmill. In a windmill, however, the most desirable characteristic is torque and in the rotor the torque is zero and the blades are allowed to revolve freely with the double purpose of obtaining great parachute effect when in vertical descent and lift-over-drag ratio when in horizontal flight. Moreover, the blades of the autogiro are longer and narrower than those of the windmill, fewer in number, more flexible and are set in slight positive angles to their plane of rotation. Also, in nearly all instances these blades are hinged. Four is the number at present generally employed, but a three-bladed rotor which materially increased the speed has been developed.

The most frequent question propounded the autogiro designer is: "What makes the rotor spin?" The rotor spins for the same reason that the windmill spins, except that the former has its blades set at a positive angle of pitch in a manner which would seem to indicate that they could not rotate as they actually do in operation, and the latter has its blades set at a negative angle. Due to the streamlined shape of the rotor airfoil, the flow of air travels around the leading edge more easily than around the trailing edge and produces a forward force to start rotation. The best lift is obtained when the blades have a slight positive angle of pitch. Mr. Alfaro here went more technically into the details of this rotation, with the mathematical basis of equations.

Autogiro experts claim that the most striking feature of the invention lies in the articulated connection of the blades to the hub. These hinges allow the blades to move freely up and down and to have great freedom in the plane of rotation. Rubber shock absorber blocks at the root of the blades and interbracing cables restrict this latter freedom to the extent of preventing jerkiness of the blades in rotation and cause a certain "self-centering" of the blades as they go round. That is, the blades will climb or dive out of their original plane of rotation in order to maintain their original positions relative to the axis of rotation. This self-aligning of the blades happens so quickly that the eye cannot detect lag in the blades<sup>in</sup> following the maneuvers of the aircraft. Another advantage attributable to the hinged blades is the stability of the craft in bumpy air. The blades give up and down slightly in the presence of gusts or pockets. Stability in vertical ascent is also improved by their action.

Since too long a time is required to start the rotor and work up sufficient speed for take-off, a mechanical starter has been developed to put the rotors in motion. As soon as sufficient speed has been accomplished for take-off, the starter system is disconnected. At no time is it used during flight. A brake is installed in all rotors for the purpose of stopping the rotation when taxiing in winds sufficiently strong to lift or overturn the aircraft with rotors revolving, and for stopping them to avoid an accident with field personnel.

The blades are subject to a very high tensile stress, due to centrifugal force, which depends on the rate of rotation. Mr. Cierva has evolved a relatively simple method of figuring the bending for various blade plan forms.

Three major structural requirements for the design of rotor blades are flexibility in plane of lift, rigidity in plane of rotation, and rigidity in torsion. The second is easy to obtain, but the first and third are difficult to combine and require considerable engineering ingenuity.

In closing, Mr. Alfaro referred to the possible future use of the autogiro, stating that as a military machine its value at the present stage of development is not particularly apparent. Its safety, slow landing and non-spin characteristics point to private ownership and commercial purposes as its immediate best fields.

## MISCELLANEOUS NOTES FROM HERE AND THERE

Early in January, Crissy Field was visited by 30 planes from March Field. The famous 95th Pursuit Squadron, together with 9 B-2's and a 3-ship formation of P-12's landed at the Field on a training flight. The Pursuiters left for their home station early in the afternoon, while the Bombers waited until late in the afternoon so that part of their flight back to March Field would be made in darkness. Crissy Field pilots were quite impressed with the way in which the Bomber pilots handled those apparently cumbersome B-2's on their small airdrome, especially when the majority of them had never before landed at Crissy. Col. H.H. Arnold, Major Carl Spatz and Capt. F. O'D. Hunter piloted the P-12's.

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Operations of the 77th Pursuit Squadron, Mather Field, Calif., constructed and installed an elaborate time chart, which is proving most useful in maintaining a record of the flying status of each pilot in the Squadron. This master chart shows at a glance the number of hours during the year which each officer had devoted to any particular type of mission.

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Ten of the new duplex noncommissioned officers' quarters were recently occupied at Selfridge Field, Mich., housing on the post 20 additional noncommissioned officers and their families. The occupancy of these new quarters improves the housing conditions of the enlisted personnel at Selfridge Field in great measure.

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Lieut. L.M. Williams (of the famous Williams and Williams) stationed at Mather Field, Calif., experienced a novel sensation recently when he landed a P-12B in a gale which the anemometer recorded as 55 miles an hour. The plane descended like an anchored brick and was then pushed back on its tail skid by the force of the wind. It was with the utmost difficulty that the ship's crew got their charge safely into its hangar.

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Captain A.W. Stevens, Air Corps, temporarily attached to Crissy Field, recently produced another bit of the unusual aerial photography for which he is noted. This time he succeeded in photographing, on a single negative, an area comprising more than 1,000 square miles, including San Francisco, Mount Shasta and Mount Lassen.

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"Considerable trouble developed lately with the lubrication system of the Conqueror engines installed in our O-25C's," says the Crissy Field Correspondent. "It seems that due to the fact that we do most of our flying without a full military load, the attitude of the ships at cruising speed is that of 'tail high' and, as a consequence, certain parts in the rear of the engine are not properly lubricated. However, we are fortunate in having Captain B.M. Giles from Rockwell, and Mr. Birren from the Curtiss plant here to make an estimate of the situation, and we are confident that they will solve our difficulties."

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Once upon a time there was a young lieutenant who was a practical joker par excellence. During his student days at Kelly Field, he amused himself in such divers ways as filling boots with plaster paris and other pranks. The lieutenant was at last awarded his wings and assigned to the Hawaiian Department.

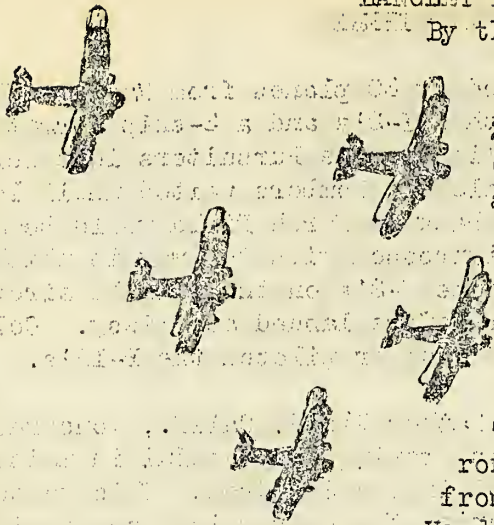
He took unto himself a bride and, noting on his orders that he was to be stationed at Wheeler Field, the couple sent out cards to the effect that they would be "at home" there after such and such a date. Now, the said practical joker did not know there were no quarters at Wheeler Field, and much was his dismay when he learned this sad fact while enroute to Honolulu. One of his student pals, however, already in Hawaii, received one of the "at home" cards and with true brotherly spirit expended every effort to solve that might have been an embarrassing situation. Rounding up all those who had been victims of the lieutenant's jokes, he explained the situation and asked the group to do something about it.

When the couple arrived at Wheeler Field, the gang appointed themselves a committee of welcome and escorted the bride and groom to their happy home - two pup tents, complete with clothesline, washing machine, stoves, cots, etc., right out in the center of the landing field. An old fashioned galvanized iron tub, full of ice water, was indicated as the bath, and it was forcibly demonstrated to the erring jokester, uniform and all!

Such is the way the Air Corps handles its problems, practical jokers include.

## LANGLEY FIELD BOMBERS FLY TO MIAMI RACES

By the News Letter Correspondent



Ten Keystone Bombers, with 22 officers and 20 enlisted men of the Second Bombardment Group, departed from Langley Field, Va., shortly after eight o'clock on the morning of January 5th and, like so many migratory birds, headed southward. The flight was on its way to Miami, Florida, for the annual Air Races and general aviation meet.

The Commanding Officer of the flight was Major Herbert A. Dargue, with Captain Robert T. Cronau, Commanding Officer of the 20th Squadron, second in command. Nine of the Bombers were from the 20th Squadron. One Bomber from Group Headquarters was flown by Captain Robert Olds and Lieut. George C. McDonald. Captain Olds and Lieut.

McDonald were the Operations Officer and Adjutant, respectively, of the Group. Major Dargue flew in the leading plane of the 20th Squadron with Capt. Cronau.

The flight stopped at Pope Field for lunch and gas. Shortly after noon, the flight again took off and headed straight for Savannah, Georgia. When the flight left Langley the weather was cold, and at Pope Field the cold became severe, but after getting under way for Savannah, the air became warmer at each ten-mile check point. Numerous rains were encountered on this leg of the flight. Some of the rains were plowed through and others skirted. The flight beat a heavy general rain into Savannah by about a mile. At Savannah the weather was warm and balmy, and winter flying suits were locked up in the steel chests carried in the rear of the planes and were not brought out again until the returning flight reached Jacksonville.

A big welcome was received at Savannah. Headquarters were established at the Savannah Hotel, and that night the city entertained the visiting flyers at their hotel with a well planned dance.

The next morning the flight took off for Jacksonville. Flying conditions were again bad, numerous rains and a low ceiling being met most of the way. The flight was just barely beating a streak of bad weather. Southbound planes which did not get through from the Carolinas within an hour or two after the Bombardment flight were detained nearly a week by storms.

The flight put in at Jacksonville for fuel and lunch. Upon landing here the first warning of trouble came. One of the motors in the plane flown by Lieuts. J.F. Biggerstaff and Lionel H. Dunlap temporarily cut out. A safe landing was made, however. During the stop, the gasoline was inspected and about eight gallons of water were found in the tanks. The tanks were drained and the motor run up on the ground for over fifteen minutes, and it was thought that all the trouble was over. After lunch, a take-off was made for Miami. But while getting into position in the formation, the motor which had given trouble before suddenly cut out again. With about only 200 feet altitude and the terrain below covered with trees and stumps, the pilot had time only to swing the plane around into the wind and land. The plane was demolished. Its wheels struck against stumps and turned over, the fuselage breaking in two. The two mechanics, Sergeant Paul Knoppke and Private Zetwo, were catapulted about forty feet. Lieuts. Dunlap and Biggerstaff braced themselves and took a severe jolting. The former sustained a sprained ankle and the latter received painful injuries to his legs. Fortunately, everybody was able to walk away from the wreck.

The flight returned to the airdrome and remained overnight in Jacksonville. The crash took place about a mile from the edge of the airdrome. Lieut. Biggerstaff was left in a hospital and the two mechanics remained to help salvage the Bomber and crate the valuable parts.

The next morning the flight took off for Miami in the face of strong head winds which were encountered all the way. The 340-mile hop from Jacksonville to Miami consumed five hours. Jacksonville has only a two-way field, and planes which got off the cinder path had to be pulled from the sand with a tractor. The tractor at this airdrome does a big business. The most impressive thing about the Jacksonville airdrome is the heavy traffic of the Eastern Air Transport Company. This Company has a fine office and organization. The office is far better than the average railroad office. The meteorological station at



Jacksonville also does a big business.

The long trip down the coast of Florida was full of interest for most of the personnel, as very few of them had been to this State before. Civilian airplanes were common sights down in this State of perpetual summer. Some of the pilots flew down low along the coast and saw many civilian planes land with fishing parties. The coast line was followed all the way down.

The flight landed in Miami early in the afternoon. The City of Miami had made reservations for the visiting flyers and shortly after landing everybody was settled. A formation was flown for the big Show that afternoon, and the newspapers and spectators praised the remarkable flying of the bombers in close formation.

On Thursday night, January 7th, all the war time flyers who were not too tired gathered under the banner of Colonel William G. Schauffler and his organization of War Birds. Colonel Bill Schauffler is organizing the war time aviators of all the fighting countries, friends and enemies, into an International Club, with Miami as Headquarters. He now lives in Miami, and every aviator who visited there decided that Miami should by all means be the logical place for the Headquarters of the Club. Club members wear elephant hunter hats, and by these hats the members can be easily found wandering around lost in Miami. One of the distinguishing things about the visiting War Birds in Miami is that they never roost. The first night's meeting was devoted to music and games, telling riddles, etc. All the war time flyers and observers are eligible to Colonel Bill's Club, and no one should miss their meetings in Miami.

On Friday, January 8th, the Bombardment Squadron again put on a big formation flight over the city and around the airdrome. The Navy and Marines were also putting on shows at the Races, as well as the Army Air Corps, and it seemed that nearly all the famous civilian flyers were present and "doing their stuff." Nearly all the "babes" or women flyers had flocked to Miami for the Races, too. The autogiros were objects of constant attentinn with their no-run landings.

The officers were quartered at the Colonial Towers Hotel in Miami, and the mechanics at the Cortez Hotel. The best kind of treatment was afforded by the people in Miami.

On the night of January 8th, the Arsnicker Club, which is one of the prongs of the Anglers' Club, held a memorable session during which Major Dargue was elected and crowned High, Wide, Chief and Supreme War Hawk of the Club with Capt. Earl S. Hoag, Commanding Officer of Chapman Field, the local and working Secretary. The crowning took place amid colorful ceremonies. There was a golden throne with palms and other tropical flora scattered around. The feasting and tumult began shortly after the crowning and the speeches. This was one of the biggest get-together meetings the Air Corps has had for some time. Among the well known faces seen through the haze that night at the Arsnicker Club were those of "Jimmie" Doolittle, Colonel Jack Jouett, Johnnie Corkille, Hez McClellan, Red Seamon, Willis Hale, Bill Flood (of course), George McDonald, Bob Olds, Pete Melville, C.D. McAllister, Bill Schauffler, and many, many others. The 20th Squadron, Bombardment, was there to a man, of course.

The next afternoon, the 20th Bombardment again flew a formation which evoked exclamations of admiration. Then on Saturday night all the Army, Navy, Marine and civilian flyers were entertained at the Coral Gables Country Club with a whale of a dance and general "blow-out." Sunday was a day of rest.

On Monday morning the Bombers took the air and flew to Jacksonville, where the planes were refueled and investigation made of the crating progress on the wrecked plane. Lieut. Biggerstaff was not quite able to make the return trip by plane at that time, so he was left to return later. The two mechanics, however, were taken aboard.

From Jacksonville a flight was made direct to Columbia, S.C., where an official reception was held and the flyers were given the keys to the City. On the following day, the leading plane of the flight was christened "Miss Columbia, S.C." by the wife of the Mayor of the City. At the same time the Bomber was christened the Army Northrup plane, piloted by Major Willis Hale, who landed with the Bombers, was also christened, in the presence of the Governor, "South Carolina." Many State and City dignitaries were present at the christening of the planes. Major Dargue and Captain Cronau made speeches, as did the Governor and the Mayor. Major Dargue explained in his speech that, with the advent of flying, cities which used to enjoy immunity from coastal attack by being located inland, were no longer immune, and he described how the air forces located at Langley Field ex-

isted for the purpose of protecting all the cities of the Atlantic States against possible air attacks.

Following the christening ceremonies, the Squadron took off and headed for Langley Field. Bad weather was encountered nearly all the way, but the Bombers came through with no mishaps and landed on the home airdrome about three o'clock.

All the personnel who made the trip to Miami declared it was the most pleasant experience they had ever had. The people at Miami are more than air-minded, and extend every courtesy to visiting pilots - at least this is the opinion of the 20th Squadron and other members of the flight. It is thought by the Second Bombardment Group that while Miami is run in the pleasant way it is now, it is perhaps the best city for winter air meets in the country.

The personnel on the Miami flight were: Major H.A. Dargue, Captains Robert Olds, Phillip Melville, B.T. Cronau, Henry Fascale, Lieuts. McDonald, Dunlap, Ladd, McLelland, Wood, Vos, Hutchinson, Huglin, Murphy, Crawford, Pratt, Winch, Burnside, O'Keefe, Freeman, Biggerstaff (started) and McDarment.

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#### AN OBSERVER'S UNHAPPY PREDICAMENT

Considerable excitement was packed into a short space of time during a recent flight by 2nd Lieut. Edgar A. Sirmyer, Jr., and Vernet V. Poupitch, of the 15th Observation Squadron, Scott Field, Belleville, Ill., which included such incidents as a loosened safety belt, premature opening of a parachute, a dead motor, and a forced landing which ended almost on the edge of a deep ditch. Considerable damage was caused to the O-19 airplane, but luckily the occupants escaped without injury.

The two officers were on a mission checking the strip map between Scott Field and Kansas City. Lieut. Poupitch had just taken an oblique photograph of the landing field at Mexico, Mo., when the plane hit a bump which almost threw the camera out of his hands. In his strenuous effort to hold the camera, the mechanism caught in the rip cord and released his parachute. Quickly dumping the camera into the cockpit, Lieut. Poupitch grabbed the 'chute just as the top of it piled up on the tail surfaces. He retrieved the silk before any jamming of the controls.

Lieut. Sirmyer decided to proceed to Columbia, Mo., about 25 miles away, in an effort to borrow another parachute. When about half the distance had been covered, the motor began to miss badly. Action on the wobble pump helped some, and Lieut. Sirmyer headed for a field about two miles short of the Columbia airport. Just when it seemed the chances of reaching this field were good, the motor stopped entirely and Lieut. Sirmyer headed for a very small field, which was the only level spot in sight in that rough country. His judgment was excellent in the approach, for he went under some telephone wires and over a high fence and dropped the plane into a muddy field less than 50 yards square. The plane went through a fence, and then a ground loop stopped it right on the brink of a bank about 35 feet high.

During all this time, Lieut. Poupitch had been muddled in the rear cockpit with his arm full of parachute and his safety belt unfastened. He had removed the belt to take the photograph and had been unable to replace it after getting the parachute back into the ship. Had the plane gone over the bank or nosed over in the mud, he would undoubtedly have been tossed out of the cockpit.

The damage to the plane was considerable, the fuselage being broken apart near the tail. The wings and landing gear also suffered.

Lieut. Edgar T. Selzer, Engineer Officer of the Squadron, investigated the cause of the motor trouble and found a broken fuel pump. The plane and motor were shipped direct to Dayton for overhaul.

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The work of painting the Coat of Arms of the Air Corps Technical School, Chamute Field, Ill., on both sides of some forty planes now stationed at that field, has just been completed. The coat of arms consists of the shield, crest and motto. The shield is blue, carrying a gold torch of knowledge on which is a spray of three feathers, representing the three original departments of the Air Corps Technical School.

The crest is imposed on a wreath which consists of a mechanic's hand grasping the key of knowledge. The motto below the shield reads "Sustineo Alas," which means, "I sustain the Wings." This coat of arms as inscribed on the planes is a work of art and is beautiful.

## MR. IDE LECTURES ON EUROPEAN DEVELOPMENT

Mr. John Jay Ide, Technical Assistant in Europe of the National Advisory Committee for Aeronautics, made his annual visit to Wright Field, Dayton, Ohio, on January 18th, addressing the officers and engineering personnel on European aviation developments of the past year.

In all countries, Mr. Ide said, the financial severity of the times had been shown in the decrease in research and experimental fields. In England, large single-seaters capable of long cruising ranges were under development. Stainless steel was experimented with. Large long-range seaplanes were part of the British program, and a light 3-bladed autogiro capable of 118 m.p.h. and powered with an inverted De Haviland engine had been bought.

In France, the supercharger, which had been invented there, was at last coming into recognition. Of the different types of military planes, the Pursuits were in a rather lamentable state of development. They were still using wood fuselages for these. A Pursuit competition, however, is scheduled which would undoubtedly bring forth new designs. The French had bought some Rolls Royce Kestrels to improve the Pursuit situation. The Observation planes were in better state. Attempts were being made to protect the rear gunner and several designs of windshields had been tried out. A new multi-fighter for the protection of day Bombers, but capable itself of bombing had been designed. Urgent need of large seaplanes had become apparent and were being developed along the Dornier lines, powered with four 650 h.p. Hispano engines. A Farman stratosphere monoplane was awaiting final test of engine and propeller, and Clerget was making progress with an air-cooled radial engine of the Diesel type.

In Italy, technical development had been greatly neglected during 1931. Special attention was being given to flying boats and 40 single-seater seaplanes had been bought. New laboratory equipment was under development.

In Germany, the Diesel engine was being studied in all laboratories. A second DO-X had been flown over the Alps and a third was awaiting delivery in the Spring.

Mr. Ide remained in Dayton two days, permitting time for consultation in the various engineering departments. As usual, his visit was one of vital interest to the Materiel Division.

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### A MODEL SQUADRON MESS KITCHEN AT BROOKS

"It is to be expected that mess kitchens compare with those of any other establishment whose motive is one of utter cleanliness in every detail," says the Brooks Field Correspondent, and then adds: "The mess hall and kitchen of the 58th Service Squadron, however, more than merely compares, but also undoubtedly offers pointers in efficiency, economy and arrangement. In a large commodious interior, made attractive by applications of white paint by the men themselves, one is attracted to the large white porcelain ice box, the only one of its kind on the Field; the pine tables scrubbed until they present shining immaculateness, laid with clean china and stainless silver; the large coffee percolator, 36" tall, 2' in diameter, containing an interior receptacle that allows of drip coffee in the best accepted French style, and at least three bake pans, of pure aluminum, all fashioned from props of disabled ships; the cook's table, with the top surface a sheet of aluminum, constructed from tubing from these disabled ships, and other equipment such as racks and smaller pots and pans fashioned of the same material from disabled airplanes.

"But not only are the personnel fortunate in their equipment, but also in the fact that they have Mess Sergeant Harry Crist as the presiding genius; three cooks of exceptional ability in Privates, first class, Roy M. Young, Richard M. Gleason and Private Harry G. Douglas, and a pastry cook, Private, first class, Edward F. Bartlett, whose exploits with dough and sugar are widely heralded.

"Lieut. O.L. Rogers and 1st Sergeant Terry are the guiding factors who have assisted in inspiring this organization into becoming one of the best on the post.

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Lieut. Richard H. Magee, Air Corps Instructor, Penna. National Guard, states that facilities are now available for overnight guests at the 103rd Observation Squadron Armory, Municipal Airport, Philadelphia, Pa., and that all officers of the Air Corps and National Guard are invited to use same when in this vicinity.

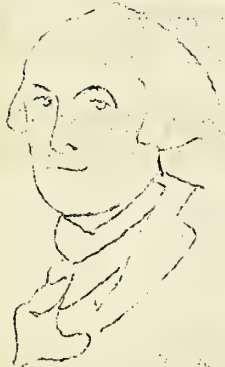


38<sup>TH</sup> DIV. AVIATION  
113<sup>TH</sup> OBSERVATION SQD.  
STOUT FIELD  
INDIANAPOLIS, IND.

Though February is the shortest month of the year it holds Lincoln's Birthday, Washington's Birthday, Valentines Day and five National Guard drill nights for Indiana.

Such a month is an inspiration to the Observation Squadron to its ever increasing desire to greater achievements.

We wish to present out three new officers to the Air Corps: Lieut H. L. Ahl, W. C. Hiser, and H. J. Langsenkamp, who have just received their commissions by promotion after an excellent record as enlisted men.

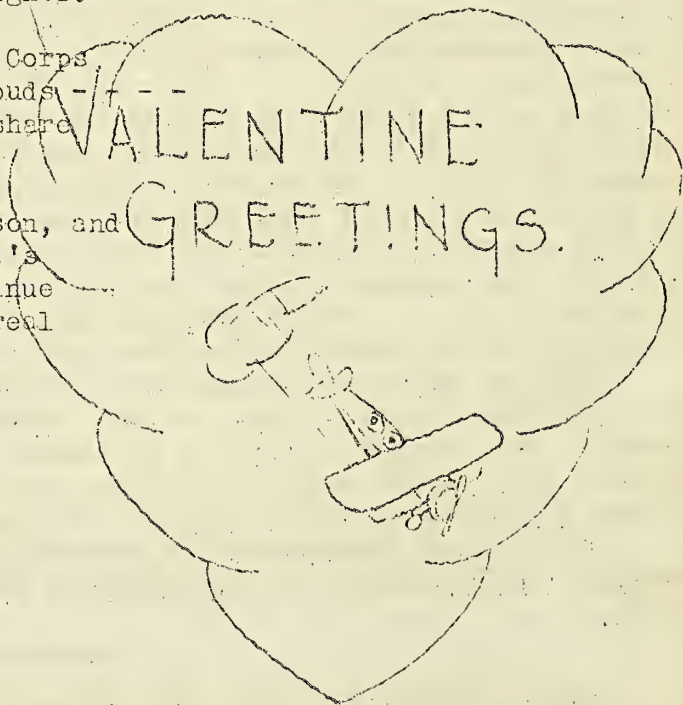


Captain Ray Whitehead, (flight surgeon), has just completed giving us the careful 'once-over' in the semi-annual '64, and we are happy to know that we are physically fit for another six months of romance in the air.

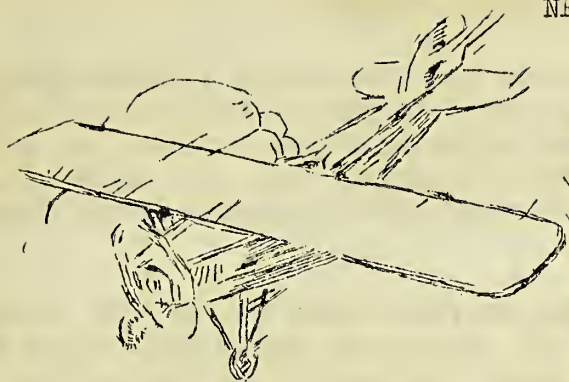
The Squadron now has a plane equipped for blind flying and the senior pilots are receiving instruction and practice in this new science.

Our observers are quite pleased to note that they are gradually overcoming the nauseating effect of the camera gun in dog fights.

Our Vanentine greeting to the Air Corps is for many happy hours in the clouds and we shall look forward to our share of your stopovers at Stout Field. Special graetings to our friends and past Instructors Lt J. D. Watson, and Captain Tom S. Voss. We hope D. D.'s brakes hold and Toms stogies continue to have authority. We hope for a real re-union some day.



## NEW YEAR STARTS AUSPICIOUSLY AT FRANCE FIELD



On the first real day of work in the New Year at France Field, Panama Canal Zone, there was a forced parachute jump and a fire which burned one of the two speed boats to the waters edge and injured two men of its crew.

In the morning at 9:30 o'clock, Lieut. Neal Ausman was forced to leave his spinning P-12 and join the Caterpillar Club. While attempting a roll on the top of a loop, Ausman's plane went into an inside spin which he tried to stop after a turn and a half. For some un-

explained reason, the plane whipped into an outside spin and continued to spin in an inverted position until it hit the ground 6,000 feet below. The engine stopped after about six turns of the spin. The pilot fell 2,000 feet in a delayed drop until he was clear of the airplane, then pulled the rip cord and landed safely in the swampy jungle a mile east of the field. The airplane hit less than half a mile away and was completely demolished.

The crews which had been sent to search for Lieut. Ausman had just returned when an explosion was heard along the waterfront, followed by the whine of the fire sirens. Hampered by the fact that the speed boat was adrift, the fire department made little headway in stopping the blaze that followed the explosion, and the Cris-Craft rescue boat was damaged beyond repair. The crew had made the regular morning test run and had then serviced with gasoline and worked on the engine for two hours. The hatches were closed and the engine started. The craft had scarcely cleared the boathouse when gas in the engine compartment exploded, blowing two of the three men on board into the water.

Private, 1st Cl., Benjamin W. Sainer, 44th Obs. Sqdn., was treated at Colon Hospital and Private Joseph C. Burke, Headquarters Detachment, was given first aid treatment at the France Field Dispensary. The third member of the crew was forced to jump overboard, but was uninjured, and the boat drifted across the bay to the front of the Commanding Officer's quarters, where the fire department extinguished the blaze.

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## NEW AIRPLANES FOR SELFRIDGE FIELD

Fourteen P-6E airplanes (Curtiss "Hawks") under the contract in which 44 are to be supplied to Selfridge Field, arrived recently. These planes are now being received at the rate of approximately eight a week.

Fifteen Selfridge Field pilots, under the command of Captain R.C.W. Blessley, left Seattle, Wash., January 31st, with 15 P-12E (Boeing) planes for ferrying to their home station. Under the allotment, Selfridge Field is to receive a total of 22 of this type.

Major Gerald E. Brower, Commander of the First Pursuit Group, recently visited Baltimore, Md., to obtain the first of the Berliner-Joyce two-seater Pursuit type airplane to be assigned this station. Hopes are expressed that these planes will be received in future at the rate of several a month.

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## CRISSY FIELD RECEIVES MANY AERIAL VISITORS

During the year 1931, Crissy Field, Presidio of San Francisco, Calif., justified its unofficial title as "The Hub of West Coast Military Airways," with a record of no less than 812 visiting military airplanes for the period. None of these visits was in connection with the annual maneuvers. Ye eagle eyed statistician informs us that the above is not a record by any means. On the contrary, the traffic of visiting aircraft has diminished quite perceptibly during the past few months, probably due to the curtailment of flying time allotted for cross-country training.

In addition to the above mentioned military aircraft, Crissy Field played host to a total of 244 commercial aircraft during the year just ended.

Peculiar weather conditions existed around the Bay area recently. Normally the most fog-bound airdrome in the Bay area, Crissy was from time to time clear when, at the same time, Oakland Airport and Mills Field were fogged in. In consequence, several mail planes found Crissy Field a welcome refuge.

## AIR ACTIVITIES IN THE HAWAIIAN ISLANDS

Experiments were recently started at Luke Field with long distance photography. The first shots were taken 40 miles west of Oahu at 16,000 feet towards Hawaii, Mauna Loa and Mauna Kea, 260 and 250 miles away, respectively, as well as all the other islands of the Group in that direction. The next shots will be taken northwest of Kauai, and it is hoped to take all the islands of the Group in one picture.

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The 23rd Bombardment Squadron performed altitude tests on the LB-6 Bombers with which the organization is equipped. All pilots went up in three-plane formations to about 11,000 feet and then continued individually to the ceiling. Each airplane carried six 100-pound sand loaded bombs. The absolute ceiling varied from 14,600 to 16,200 feet.

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The 23rd Squadron is at present probably the most unique organization in the Air Corps. It is both a Bombardment squadron and a construction company. Every man in the squadron, with the exception of those men who are absolutely indispensable on other jobs, is aiding in the reconstruction of the Squadron barracks, the building formerly housing the organization having burned to the ground on June 15th last. The work is being done by men of the organization under the able direction of Lieut. John W. Warren, Squadron Commander; Lieut. Charles G. Williamson, "Director of Construction"; 1st Sergeant John W. Grimme, "Assistant Extraordinary"; Corporal Bernt Belchen, Boss Carpenter (not the Polar Flyer), and Corporal Leslie A. Hodges, Electrician. Morale, cooperation from all post activities and workmanship are excellent, and the building progressed to such an extent that the Squadron had their Christmas dinner in their own mess hall.

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The 6th and 19th Pursuit Squadrons, Wheeler Field, conducted a number of experiments on methods of attacking a Bombardment formation. The 5th Composite Group cooperated by furnishing a formation of Bombers for each experiment. Camera guns were used and our pilots obtained some excellent training and experience.

Eight new Boeing P-12E Pursuit planes assembled at Wheeler Field embody a new type of life raft container which will greatly increase safety of flights over water. This is the first time this station assembled airplanes shipped direct from the manufacturer.

The new P-12E differs from the P-12B and P-12C, already in service here, in having an all-metal fuselage instead of part fabric and in being better streamlined. The engine is similar to that in the older job, but has greater compression and hence develops greater horsepower.

The new type life raft container is streamlined on top of the fuselage just behind the pilot's cockpit. In this it differs from the life raft container recently developed by Lieut. George P. Tourtellot, Post Engineer Officer of Wheeler Field, for use on the older planes, which was mounted on the upper wing.

The cockpit of the new plane is designed to give increased comfort to the pilot and makes controls most readily accessible. Lieut. Tourtellot was in charge of the assembling of the planes, assisted by Lieut. Budd J. Peaslee.

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The latest additions to Luke Field are two eight-place Douglas Dolphin Amphibians, powered with two "Hornet" engines, which develop more than 600 h.p. These are two of three planes allotted the Hawaiian Department and their receipt is hailed with much joy.

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Two and one-half hours after Kelly Field received a request for an ambulance plane from Fort Clark, Brackettville, Texas, an air line distance of about 100 miles, Private Joseph J. Jordan, Troop B, 5th Cavalry, Fort Clark, was turned over to a station hospital ambulance at Dodd Field, Fort Sam Houston, Texas. Jordan suffered an attack of acute appendicitis. The call was received by the Operations Office at Kelly Field at 1:15 p.m. Half an hour later the ambulance plane, piloted by Lieut. Harvey L. Boyden and carrying a medical attendant, left Kelly Field, arrived at Fort Clark in an hour and 40 minutes and left there at three o'clock with the patient. The journey to Dodd Field was made in 45 minutes.

THE With various trees and buildings which dotted the site of the new  
NEW Bolling Field now out of the way, and with work progressing on the  
BOLLING sub-surface drainage system, the realization of this long-needed im-  
FIELD provement at the nation's Capital takes tangible form.

The new Bolling, which is located directly south of and adjacent to the present field, is 15 feet higher than the present field and will have a 6,000-foot north and south runway and a 3,000-foot east and west runway. Thus, pilots can bid a welcome good-bye to the jockeying often now necessary for a happy landing. A half mile long hangar line will also welcome visiting fliers.

That the port will have an appearance befitting the Air Corps flying field at the Capital City is assured by the information that the Fine Arts Commission of Washington are to pass on the architectural appearance of all buildings erected. In keeping with the spirit of the Potomac, a pure Colonial style will be adhered to. Completely equipped single quarters will be provided for married officers. These are to be placed on the hillside to the east side of the field, more than 60 feet above the river line, thus affording an unusual view of the Potomac and Washington.

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TACTICAL The 26th Attack Squadron, Wheeler Field, T.H., recently conducted a  
EXERCISE tactical exercise, involving aerial machine gun fire and bombing.  
BY ATTACK The target represented an Infantry battalion of 280 men marching  
PILOTS IN along a road. Suddenly warned of an aerial attack, the battalion  
HAWAII dispersed. Four seconds were allowed for this; each man then marked his position with a stake. Silhouette targets were placed at each stake and a target, 3 by 5 feet, represented each machine gun position. A total of 270 of the former and the 8 machine gun targets were scattered over an area approximately 200 yards long and 33 yards wide.

Nine ships with 32 machine guns (two planes did not have wing guns) carried 9400 rounds of .30 caliber ammunition, interspersed every fifth round with white tracer bullets. In addition, each plane was armed with ten 17-pound fragmentation bombs.

At 9:00 a.m., the first attack was made. Only the machine guns were used. Owing to the size and nature of the target, a single ship column formation was necessary. Coming in down wind from 600 feet altitude, pilots opened fire at 1,000 yards, using short bursts. The second attack, at 10:00 a.m., was made slightly cross wind, the ships in close formation. Passing over the target at 500 feet altitude, in one attack, each pilot dropped ten bombs. The salvo release was not used, each bomb being dropped as a single.

All targets were marked and scored after the last attack by two Infantry and two Air Corps officers. The following results were certified:

A total of 202 silhouette targets were hit with machine gun fire; 230 silhouettes were struck by both bomb fragments and gun fire; 48 targets were untouched, while 15 were completely destroyed and only counted as 15 hits.

Total number of bullet hits . . . . .	339
Total number of fragmentation hits . . . . .	406
Total number of hits . . . . .	745
Percentage of casualties . . . . .	84%

It is noteworthy that much of the destructive force of the bombs at right angles to the line of flight could not be recorded because no target was presented at the side by the silhouettes.

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With the arrival of the 11th Bombardment Squadron at March Field, Calif., all the units of the 7th Bombardment Group are for the first time at the same station. The Group Staff is composed of the following-named officers: Group Commander, Major Joseph T. McNarney; Adjutant, Captain Devereaux M. Myers; School Officer, Capt. Benjamin B. Cassidy; Operations Officer, 1st Lieut. Westside T. Larson; Personnel Adjutant, 2nd Lieut. Frederick W. Ott; Supply Officer, 1st Lt. John M. Davies; Engineering Officer, 2nd Lieut. Wm. A. Matheny; Communications Officer, 2nd Lieut. Donald R. Lyon; Armament Officer, 2nd Lieut. John S. Mills; Information Officer, 2nd Lieut. Harold W. Bowman.

Commanding the Squadrons of the 7th Group are: Lieut. Charles H. Howard, 11th Bombardment; Lieut. Harold Beaton, 31st Bombardment; Capt. Younger A. Pitts, 9th Bombardment; Capt. Leo F. Post, 70th Service; Lieut. Donald G. Stitt, 23rd Photo Section; and Capt. D.M. Myers, Hqrs. 7th Bombardment Group.



The end of the year 1931 saw a total of 426 names inscribed in the Caterpillar Club register, with an explanatory note to the effect that 441 emergency parachute jumps were made, meaning that 12

members of this mythical organization jumped twice and one member, none other than the best known flyer in the world today, Colonel Charles A. Lindbergh, jumped on four different occasions.

A total of 85 names were added to the roster of the Caterpillar Club during the Calendar Year 1931, as against 131 names added the preceding year, from which it will be noted that there was a decline in emergency parachute jumps last year to the extent of 46. So far as airplane accidents were concerned, 1931 was not such a bad year after all.

Entered below are the names of airmen who were initiated as Mystic Knights of Caterpillars, or what have you, during the year 1931. There may have been others initiated also but, if so, such cases were not brought to the attention of the Caterpillar Club Historian. Readers of the News Letter who have knowledge of jumps made during 1931, and which are not recorded below, will confer a favor upon the Air Corps Information Division by forwarding the details thereof.

No.	Date	Name	Rank	Place of Jump
341	Jan. 5	A.W. Dukes	Corporal, Air Corps	Winkleman, Arizona.
342	Jan. 8	Walter R. Podraza	Staff Sgt. Air Corps	Encinal, Texas.
343	Jan. 8	Warren H. Higgins	2nd Lt. Air Corps	Encinal, Texas.
344	Jan. 11	Albert H. Santa Maria	Civilian	Philadelphia, Pa.
345	Feb. 3	Harvey W. Regan	Flying Cadet, A.C.	Big Springs, Texas.
346	Feb. 5	Haywood Hansell, Jr.	2nd Lieut. Air Corps	Langley Field, Va.
347	Feb. 8	Charles D. Fator	2nd Lieut. Air Corps	Whitewater, Calif.
348	Feb. 9	Eddie J. Fries	Civilian	Near Findlay, Ohio.
349	Feb. 19	L.H. Jack Atkinson	Civilian	Van Nuys, Calif.
350	Feb. 27	Reginald F.C. Vance	2nd Lieut. Air Corps	Smithfield, N.C.
351	March 10	Harold M. Williams	Private, Air Corps	Chamute Field, Ill.
352	March 10	Stoyte O. Ross	2nd Lieut. Air Corps	Chamute Field, Ill.
224*	March 15	Verne E. Treat	Air Mail Pilot	Near Laurel, Md.
353	March 23	R.C.W. Blessley	Captain, Air Corps	Selfridge Field, Mich.
354	March 24	J.C. Torrien	Pharmacist Mate, USN	Condega, Nicaragua.
355	March 24	J.P. Grando	Private, Marine Corps	Condega, Nicaragua.
356	March 24	J.J. Vlack	Private, Marine Corps	Condega, Nicaragua.
357	April 5	Justin C. Ford	Private, Air Corps	Bakersfield, Calif.
358	April 5	James T. Cumberpatch	1st Lieut. Air Corps	Bakersfield, Calif.
359	April 6	Joseph A. Brier	Flying Cadet, A.C.	Kelly Field, Texas.
360	April 8	Edward L. Pugh	Lieut. Marine Corps	Managua, Nicaragua.
361	April 8	T. Conradi	Private, Marine Corps	Managua, Nicaragua.
362	April 13	Charles G. Breene	Captain, Air Corps	Langley Field, Va.
363	April 13	Charles A. French	Major, Coast Art'y	Langley Field, Va.
364	April 15	Paul Hovgard	Civilian	Washington, D.C.
365	April 25	Anthony Sieklecki	Civilian	Long Island, N.Y.
366	April 28	Peter T. Hubert	National Guard	Chicago, Ill.
367	April 28	James C. Richardson	Sergeant, Air Corps	Fort Benning, Ga.
368	April 29	Ernest K. Warburton	2nd Lieut. Air Corps	Selfridge Field, Mich.
369	May 12	J. K. Carris	Civilian	Los Angeles, Calif.
370	May 26	William G. Swan	Civilian	Atlantic City, N.J.
371	May 27	F. N. Kivette	Lieut. U.S. Navy	Ream Field, Calif.
372	May 27	F. S. Golding	A.M.M., U.S. Navy	Ream Field, Calif.
373	June 6	Harold R. Osborne	Private, Air Corps	Chamute Field, Ill.
332*	June 9	Arthur R. Kingham	2nd Lieut. A.C. Res.	Sacramento, Calif.
374	June 6	Karl H. White	Civilian	Robertson, Missouri.
375	June 19	Al Howe	Civilian	Near Leandro, Calif.
376	June 19	Irwin K. McWilliams	Civilian	Asheville, N.C.
166*	June 23	James H. Doolittle	Major, A.C. Reserve	East St. Louis, Ill.
377	July 20	Francis X. Kelly	2nd Lieut. A.C. Res.	Newington, Conn.
373	July 20	David L. Spicer	Sergeant, Air Corps	Newington, Conn.

\* 2nd Degree Member



No.	Date	Name	Rank	Place of Jump
379	July 27	Fred J. O'Neil	Civilian	Boston, Mass.
380	July 27	O. P. Pierson	2nd Lieut. A.C. Res.	Boston, Mass.
381	Aug. 2	Frederick Postal	Civilian	Imlay City, Mich.
382	Aug. 6	Harry A. Johnson	1st Lieut. Air Corps	Selfridge Field, Mich.
383	Aug. 7	Kenneth W. Mosher	2nd Lieut. A.C. Res.	Selfridge Field, Mich.
384	Aug. 7	Robert W. Burns	2nd Lieut. A.C. Res.	Selfridge Field, Mich.
385	Aug. 10	Weldon E. Rhoades	2nd Lieut. Air Corps	Waianae Mts., Hawaii.
386	Aug. 10	Roland E. Meade	2nd Lieut. A.C. Res.	Waianae Mts., Hawaii.
387	Aug. 10	James D. Koons	Private, Air Corps	Waianae Mts., Hawaii.
388	Aug. 14	William DaBall	Civilian	Cortland Airport, N.Y.
389	Aug. 14	Stanley Vossler	Civilian	Cortland Airport, N.Y.
390	Aug. 17	William F. Day	2nd Lieut. A.C. Res.	Selfridge Field, Mich.
391	Aug. 25	Joseph Walkos	Private, Air Corps	Wayne Co. Airport, Mich.
392	Aug. 27	Edward Winfield	Civilian	Exeter, Nebraska.
393	Aug. 31	L.H. Sanderson	Lieut. Marine Corps	Cleveland, Ohio.
394	Aug. 31	W.O. Brice	Lieut. Marine Corps	Cleveland, Ohio.
395	Sept. 1	Thayer S. Olds	2nd Lieut. Air Corps	Lake Erie, Ohio.
396	Sept. 6	Walter Hunter	Civilian	Cleveland, Ohio.
397	Sept. 9	S. S. Miller	Lieut. U.S. Navy	Hampton Roads, Va.
398	Sept. 12	William Kelly	Sgt. Penna Natl G'd	Philadelphia, Pa.
399	Sept. 12	Roscoe Brinton	Civilian	Springfield, Mass.
400	Sept. 18	A.D. Seick	Civilian	Flint, Mich.
401	Sept. 21	James G. Hall	Civilian	Staten Island, N.Y.
402	Sept. 23	Leon A. McKennon	Civilian	Dallas, Texas.
403	Sept. 25	Robert B. Richard	2nd Lieut. A.C. Res.	Near Mendota, Calif.
404	Sept. 25	Ralph W. Fairington	Private, Air Corps	Near Mendota, Calif.
405	Oct. 3	Donald Jenkins	Civilian	Cleveland, Ohio.
406	Oct. 5	Weston Adams	Civilian	Framingham, Mass.
407	Oct. 7	J. R. Moss	Lieut., U.S. Navy	Hampton Roads, Va.
408	Oct. 7	Whitman	C.A.P., U.S. Navy	San Diego, Calif.
409	Oct. 10	F.P. Tague	Lieut. U.S. Navy	Hampton Roads, Va.
410	Oct. 15	John V. Kipp	U.S. M.C.R. 2d Lt.	St. Paul, Minn.
411	Oct. 17	Jack Ayres	Civilian	Fairfax Airport, Mo.
412	Oct. 19	Harrison G. Crocker	1st Lieut. Air Corps	Wright Field, Ohio.
413	Oct. 21	S. J. Jaros	C.A.P., U.S. Navy	San Diego, Calif.
414	Oct. 30	Leonard Fovey	Civilian	Chicopee Falls, Mass.
415	Oct. 30	Joseph Silverthorne	Civilian	Chicopee Falls, Mass.
416	Nov. 3	Earnest H. Briscoe	Flying Cadet, A.C.	Kelly Field, Texas.
417	Nov. 3	J. Eldridge	Lieut. U.S. Navy	
418	Nov. 3	Jack Ware	A.P., 1st Cl. USN	
419	Nov. 4	C. B. Harper	Lieut. U.S.N. (Ret.)	So. Manchester, Conn.
420	Nov. 28	Melvin Carlow	Air Mail Pilot	Pittsburgh, Pa.
421	Dec. 2	Denaro Rionda	Civilian	Bayonne, N.J.
422	Dec. 12	M. B. Gardner	Lieut., U.S.N.	San Diego, California.
423	Dec. 13	Richard Scanlon	Civilian	Greencastle, Ind.
424	Dec. 16	Donald N. Yates	2nd Lieut. Air Corps	Randolph Field, Texas.
425	Dec. 16	John H. Davies	2nd Lieut. Air Corps	Hawaiian Waters.
426	Dec. 24	James Johnson	Air Mail Pilot	Kylertown Airport, Pa.
Since Jan. 1, 1932, the following Caterpillars were initiated:				
427	Jan. 4	Neal E. Ausman	2nd Lieut. Air Corps	Panama Canal Zone
428	Jan. 7	L. L. Hunt	Lieut. U.S. Navy	Hampton Roads, Va.
429	Jan. 7	Robert J. Potter	Flying Cadet, A.C.	Kelly Field, Texas.
430	Jan. 8	A.V.P. Anderson	2nd Lieut. Air Corps	Nichols Field, P.I.
431	Feb. 1	William A. Cocke, Jr.	2nd Lieut. A.C. Res.	Sequoia Natl Park, Calif.
432	Jan. 15	Wilbur O. Riley	Flying Cadet, A.C.	Kelly Field, Texas.
433	Feb. 3	James M. Treweek	Flying Cadet, A.C.	Kelly Field, Texas.
And so, at this writing, the Caterpillar Club score is 433 lives saved and 448 emergency jumps made.				

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Major Willis Hale, on duty in the Office Chief of the Air Corps, recently flew a new Boeing Bomber into Bolling Field, D.C. This ship is a radical departure from the popular conventional conception of what a Bomber should look like, being a low wing, two motored dual control type. There being no bomb bay, the bombs are suspended from under the wings. As yet no one at the field other than Major Hale has flown the Bomber. "All the young hopefuls on the field," says the News Letter Correspondent, "are especially anxious to 'give her the works.'"

## OLD INDIAN FIGHTER VISITS SCOTT FIELD

Scott Field, Belleville, Ill., played host recently to the most picturesque guest who has ever visited the post. This guest, a long haired, be-whiskered old man, leading a white burro, entered the gate of the field during the last week of the year and proceeded to headquarters where he reported to Lieut.-Col. John A. Paegelow, Commanding Officer.

The mysterious stranger was none other than Colonel Raymond Hatfield Gardner, more popularly known in frontier history of the west as "Arizona Bill." Colonel Paegelow made him his guest until the weather clears so that he may comfortably resume his journey on foot and burroback to his home in Tombstone, Arizona.

Colonel Gardner is the last of the scouts and Indian fighters. He is 86 years old, but his appearance and agile activity fail to betray his age. He wears his chestnut-brown hair uncut and, despite his age, there's not a gray hair on his head except for perhaps a few stragglers in his full beard. A veteran of three wars, Colonel Gardner is now indulging in a leisurely sort of a tour of the country with his burro, which answers to the name of "Tipperary." This trip is the tenth which he has taken in the last twenty years.

Colonel Gardner entered the service of the United States as a boy of 16 years when he joined the Union forces during the Civil War, and fought under General Phil Sheridan. After peace between the North and the South had been effected, Colonel Gardner went to the wide open spaces of the West where he became a scout and an Indian fighter. He fought in Major Reno's command in the Bighorn Massacre of June, 1876, and he often saw Custer.

In the expedition into the Black Hills country, "Arizona Bill" was Colonel Theodore Roosevelt's personal guide. During the Apache Indian outbreak in 1883-85, the Scott Field guest was stationed at Fort Grant in the Arizona Indian territory.

After more than 56 years of Army service, Colonel Gardner became a guide in Yellowstone National Park, and later was affiliated with the Pacific Northwest forestry division. During the World War he served in the Canadian Royal Northwest Mounted Police at Dawson, Yukon Territory, and since then he has been knocking about all over the continent.

Colonel Gardner is a Boy Scout enthusiast, being a great friend of Daniel Carter Beard, founder of the Boy Scouts of America. Since his arrival at the field he has arranged to give several talks to various Scout organizations in this vicinity.

During his stay at Scott Field, he was a guest of the various organizations and his story telling periods in the various "day" rooms have provided his audiences with many vivid and interesting tales connected with his many experiences.

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## MECHANICAL BOMBING MAY RESULT FROM INVENTIONS.

Through the use of automatic pilots and stabilizers, aerial bombing may be reduced to mechanical precision, according to Major Herbert A. Dargue, Commanding Officer of the Second Bombardment Group. In a recent lecture by Major Dargue before the Bombardment pilots of Langley Field, a picture was drawn showing how a human pilot may set a plane on a direct course over a target, with the gyro stabilizer and automatic release bomb sight a cargo of bombs could be delivered with utmost precision. The human pilot would turn the plane over to the gyro when the course was set properly.

It is well known by all bombing pilots that even in the smoothest air it is very difficult to steer a Bomber directly over a course after the target has disappeared beneath the nose and fuselage of the plane. No satisfactory way has been worked out for service use as yet on steering a plane over a target. With the exception of a tricky radio installation, pilots still have to use the methods in practice during the war. If such a mechanical bombing arrangement could be worked out, the pilot and bomber would be free to man machine guns while flying across the "hot spot" around the target.

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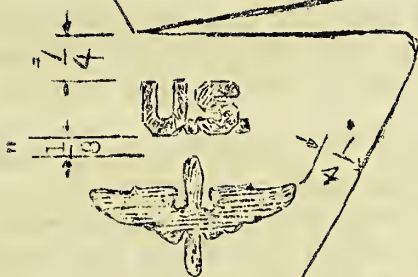
Commanding Officer (pointing to a cigarette butt on floor of headquarters building) - "Orderly, is that yours?"

Orderly: "Not at all, Colonel; you saw it first."

CORRECT POSITION OF INSIGNIA ON  
SERVICE COAT OF AIR CORPS  
OFFICERS.

A.R. 600-40 -  
Wearing of Insignia.

Courtesy of A.H.  
Dondero, Inc.,  
Washington, D.C.



RECONSTRUCTION OF THE AIRSHIP

All parts for the reconstruction of the TE Airship at Langley Field, Va., arrived and the complete ship has no doubt been flight-tested at this writing. In appearance this is the most airworthy small ship the Army has known. The new power plant consists of a pair of Lambert 5-cylinder air-cooled engines developing 70 h.p. at 1900 R.F.M.

Among the departures from conventional design in this ship is a new experimental rudder. This rudder, instead of carrying the extended portion with counterbalance on the lower side, is lopped off even with the lower edge of the lower fixed surface and carries a counterpoise vane about the vertical center and overlapping the hinge section about ten inches.

The 19th Airship Company is experimenting with a new type landing wheel for this ship. The standard type high pressure tire with large wheel has been removed for the period of test and replaced with an air wheel the size of the Keystone air wheel. Although certain changes in the wheel fork were necessary, the weight increase was under ten pounds. This installation should prove more satisfactory than the standard type in that the wheel will absorb most of the shock of landing and the car will be lowered about ten inches.

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EXPERIMENTS ON B-6A BOMBERS

After some difficulty, a Sperry Gyro Horizon and a Sperry Directional Gyro were installed on a B-6A Bombardment plane of the 96th Bombardment Squadron, Langley Field, Va. As the instrument Board of a B-6A leaves no space for additional instruments, the two Gyros were arranged on top of the cowl on the right side in front of the windshield. The windshield itself was cut and a covering placed around the opening and the Gyros so that there would be no difficulty in seeing these two instruments under all weather conditions. This installation is now undergoing test.

Three-bladed propellers are now installed on most of the Squadron planes. As they cut down both the vibration of the plane and the intense noise on the pilots' ears, the Squadron personnel are well satisfied with them.

The 96th Bombardment Squadron will represent the 2nd Bombardment Group in a demonstration of Bombardment tactics at the Air Corps Tactical School at Maxwell Field, Montgomery, Ala.

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AERIAL REVIEW FOR RETIRING N.C.O.

On the occasion of the retirement of 1st Sgt. John S. Martin, 27th Pursuit Squadron, the Commanding Officer of the 1st Pursuit Group held an aerial review at Selfridge Field on the morning of January 30th.

Three composite Squadrons were organized, the Group consisting of two squadrons of 12 P-12's each and one squadron of P-6A's and P-6E's. Major G.H. Brett, Post Commander, accompanied Sgt. Martin at the taking of the Review.

Sgt. Martin's service in the Group and in the service in general has been exemplary, and the Commanding Officer voiced the expression of the entire command in wishing him success and happiness in his well earned retirement.

# Engineering News

## MATERIEL DIVISION ACTIVITIES

Retractable Chassis Warning Device: Design has been completed for a warning device, the purpose of which is to caution the pilot as to the position of the retractable chassis. When constructed, the device will be tested in flight.

Blind Flying Hoods: Fabrication was started of a blind flying cockpit hood in order that National Guard airplanes may be equipped for blind flying training.

Long Range Flight Study: A study has been started to determine the requirements necessary for long range flight and the adaptability of present American airplanes to these requirements. A study for loading engines in transport airplanes has also been started.

Slots and Flaps: A study is to be made of the recent developments in slots and flaps with a view to improving performance of airplanes.

Parachutes: A 3-second delayed drop test was made with the 80-foot triangle parachute, using a 1,000-pound weight, to determine the shock load produced and the strength of the parachute. A shock load of 12,000 pounds was produced without damage to the canopy. This load is far in excess of that ever produced on any parachute. Tests will be conducted on the parachute with heavier weights and longer delays until the ultimate bursting point is determined.

Cockpit Heater: Preliminary tests of a Freestone-filled cockpit heater have shown good results. A greater quantity of heat is given off by this method than by steam, hot water, or exhaust type heaters. This equipment will be flight-tested as soon as ground tests have been completed.

Kreusi Radio Compass: A flight was made to Columbus, Ohio, in the Douglas XBT-2B airplane for the purpose of testing the Kreusi radio compass, tuning in on Station WAIU, Columbus, Ohio. Upon arrival at Columbus, the airplane was flown for a distance of approximately 30 miles with the compass tuned on Station WLS, Chicago, Ill., after which a return flight to Wright Field was made, tuning in on the 50-watt transmitter at Patterson Field. The airplane was flown part of the time from the rear cockpit without the aid of gyro or magnetic compasses.

Outline Light Dimmer: Night flying tests were conducted to determine the effect of the outline light dimmer when operated at a rate of 30 times per minute. Previous tests were conducted, operating at a rate of 16 times per minute. The increased rate was found to be more satisfactory. Further tests will be made until the most desirable rate of flash is determined.

Improved TC Airship: An improved type of TC airship is a contemplated development by the Lighter-than-Air Unit of the Air Corps, in which design and specifications will be considered in three separate units - those for the car, those for the envelope and those for the control surfaces.

The car is to be the first development, and a mockup is in course of construction. Special attention is being given to the placing of personnel with relation to the instrument board and various controls, visibility from the pilot's compartment, streamlining, and landing arrangements. Arrangements also include provisions for carrying a sub-cloud observation balloon in the rear of the car. Considerable work has been done toward the establishment of the overall weight of the airship in order that a fairly exact maximum weight for the car may be specified. Some of the general characteristics estimated for the airship are as follows: Volume 359,000 cubic feet; length 244.75 feet; diameter, 53.8 feet; gross lift 22,260 at 100 percent inflation of 95 percent gas; fixed weight 12,490 pounds; useful load, 9,770 pounds; normal useful load 8,350 pounds with 2,300 feet altitude. Useful load includes a crew of seven men, 770 gallons of fuel, 60 gallons of oil, and 60 gallons of water ballast, 960 pounds of armament, and miscellaneous equipment consisting of 421 pounds including two-way radio and blower unit. High speed, 65 m.p.h.; endurance with normal fuel load,

12½ hours at high speed, and a cruising speed of 52 m.p.h. for 25 hours. Performance at maximum fuel load is estimated at 65 m.p.h. for 13.2 hours, and 52 m.p.h. for 40 hours. Static efficiency is .37½ percent under normal conditions. Maximum range, 2,080 miles.

Airship Envelope Construction: A study is being made for the various schemes for changing the conventional construction of the bow portion of airship envelopes in an endeavor to reduce the tendency of bow stiffener battens to break under the influence of side strain produced by the stretch of the envelope fabric. The most practical solution appears to be the scheme whereby the bias of the fabric will be alternated by longitudinal gores instead of by circumferential rings which is the present practice.

Spectrograph in Use in Materials Branch: The Materials Branch has recently acquired a quartz spectrograph to supplement usual chemical methods in the quantitative analysis of metals and alloys. In the usual routine of testing metal samples, a series of tests must be run to detect and determine the amount of each constituent element in each sample. By means of this equipment, all elements present may be detected in a single operation and the amounts present estimated rapidly. The method is best suited to the study of elements present in small amounts, especially those below one percent.

In testing with the spectrograph, the sample is placed in an electric arc, where the vapor of each metal present emits light of certain characteristic colors. In passing through the spectrograph, this light is resolved into these component colors by means of a quartz prism. Quartz is used for the optical system instead of glass, because of its transparency to radiation of the ultra violet region in which the most significant lines appear. The spectrum produced is recorded on a photographic plate within the instrument. On this plate each color is represented by a line in a definite position. Since each element has certain characteristic colors, its presence is denoted by the appearance of lines in definite positions. The relative intensity of these lines is in proportion to the quantity of the various elements present.

The investigation of these intensity relations is now being made at Wright Field. Preliminary comparisons with the results of the usual method of chemical analysis indicate that spectrographic analysis will make possible more rapid routine determination of certain constituents of alloys used in aircraft construction. The application of the spectrograph to the analysis of various other aircraft materials is now being studied. The spectrograph is not largely used in this country, although they have been installed in several industrial laboratories where they are employed in connection with the testing of particular alloys; the constituents of which have been fully investigated.

#### Foreign Aircraft.

C-24 Autogiro: A two-seat cabin autogiro with the pylon streamlined in to the roof of the cabin. All external bracing of the rotor has been eliminated and the machine is very clean. A 120-horsepower Gypsy III engine is installed, and a speed of 120 m.p.h. is claimed.

Junkers JU. 52. A new single-engine transport airplane with a slotted wing effect, consisting of a movable trailing flap. It has a single B.M.W. 700 h.p. engine. It carries a payload of no less than 4,680 pounds with a range of 622 miles.

H.H. Tiger Moth: No kin to the small high-speed Tiger Moth of some years ago, this is a two-seat training airplane having the Gypsy III inverted engine. It differs largely from the standard Moth in its general design and detail, but presents no novelties.

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#### GRADUATIONS FROM AIR CORPS TECHNICAL SCHOOL

A class of eight in Aircraft Machinist, eight in Parachute Riggers, six in Aircraft Armorers, and eight in Photography, were graduated from the various schools of the Air Corps Technical School, Chanute Field, Ill., January 29th.

Those graduating as Aircraft Machinists were: Welton E. Avery, Edwin A. Creech, James A. Farrell, Herman C. Meyer, John C. Parker, Edward Wall and Elmer Kunas; Parachute Riggers - Dewey Horton, Robert E. Barnes, Joe H. McGraw, Samuel Fazey, Joseph W. Peck, Walter F. Linzenmeyer, Ronald Mogford and James H. Wall; Aircraft Armorers - Albert Trueblood, Jr., Edgar A. Currie, Andrew Guastaferrro, Dwight J. Pulliam, Kenneth P. Thrasher and John F. Viens; Photographers - Charles Zumber, John W. Anthony, John D. Lanier, Gene F. Badger, John H. Kelly, James F. Boostrom and Harold Muldoon. Marcus B. Armfield, Jr., will be graduated from the Photography Class, less mosaics.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Bolling Field, D.C.: 1st Lieut. Lawrence J. Carr from duty as Instructor, Randolph Field, Texas; Lieut.-Col. Barton K. Yount from Rockwell Field, Calif.

To Barksdale Field, La.: Major Millard F. Harmon, Jr., from duty as Instructor, Command and General Staff School, Fort Leavenworth, Kansas.

To Army War College, Washington, D.C.: Major Percy E. Van Nostrand, Capt. George C. Kenney, David S. Seaton, Lieut.-Col. Frank M. Andrews, for duty as students, 1932-1933 course, reporting August 15, 1932.

To Chanute Field, Rantoul, Ill.: 2nd Lieut. George R. Bienfang, from duty as student at Air Corps Technical School.

To Washington, D.C.: To Office Chief of the Air Corps - Major Arnold N. Krogstad from Hqrs. 2nd Corps Area, Governors Island, N.Y.; 1st Lieut. George C. McDonald from Langley Field, Va.; To War Department General Staff - Major Edwin B. Lyon, from Army War College; Major Davenport Johnson from Ft. Crockett, Tex.; To Office Asst. Secretary of War - Major Wm. H. Crom from A.C. Tactical School, Maxwell Field, Ala., effective Sept. 5, 1932.

To Langley Field, Va.: Major Byron Q. Jones from duty with War Department General Staff; 2nd Lieuts. John E. Bodle and John H. Ives from A.C. Technical School, Chanute Field, Ill.; Col. C.C. Culver, War Department Gen. Staff.

To Fort Crockett, Texas: Major Horace M. Hickam from War Department General Staff; 2nd Lieut. Frederick E. Calhoun from A.C. Technical School, Chanute.

To Fort McPherson, Ga.: Major Ira A. Rader from Fort Benning, Ga., for duty at Headquarters Fourth Corps Area.

To Fort Bragg, N.C.: 2nd Lieut. Dudley E. Whitten from A.C. Technical School, Chanute Field, Ill.

To Governors Island, N.Y. for duty at Hqrs. 2nd Corps Area: Lieut.-Col. Roy C. Kirtland from Langley Field, Va.

To Maxwell Field, Ala.: Major John C. McDonnell from Office Chief of the Air Corps, Washington; Capt. Myron R. Wood from C.C.A.C., Washington.

To Kelly Field, Texas: 2nd Lieut. George L. Murray from Mather Field, Calif.; Major Wm. E. Kepner from duty as student, Advanced Flying School.

To Rockwell Field, Calif.: Lieut. Guy Kirksey from O.C.A.C., Washington.

To Mitchel Field, N.Y.: 1st Lieut. John P. Doyle, Jr., 2nd Lieut. David H. Baker, from Advanced Flying School, Kelly Field, Texas; 2nd Lieut. John J. Keough from A.C. Technical School, Chanute Field.

To Middletown, Pa., Air Depot: Capt. Max F. Schneider, from Kelly Field, Tex.

To Hawaiian Department: 2nd Lieut. Wm. R. Morgan from Chanute Field, Ill.

To Mather Field, Calif.: 2nd Lieut. John L. Nedwed from A.C. Technical School, Chanute Field, Ill.

To Selfridge Field, Mich.: 2nd Lieut. Morley F. Slight from A.C. Technical School, Chanute Field, Ill.

To Randolph Field, Texas: 2nd Lieut. Ivan M. Palmer from A.C. Technical School, Chanute Field, Ill.

To March Field, Calif.: 1st Lieut. Jesse A. Madarasz and 2nd Lieut. Wilbur Erickson from A.C. Technical School, Chanute Field, Ill.

RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lieuts. Clarence D. McGowen, Theodor J. Beck, Charles I. Fumber to Inf. 2nd Division, Ft. Sam Houston, Texas; Robert Q. Brown, Leo W. Cather, John P. Daley, Donald C. Little, Ashton M. Haynes to Field Artillery, Second Division, Fort Sam Houston, Texas; Elmo C. Mitchell, Philip B. Stiness to 6th Coast Artillery, Fort Winfield Scott, Calif.; 1st Lieut. Harry W. Johnson to 2nd Cavalry, Fort Riley, Kansas.

DETAILED TO THE AIR CORPS, and to Randolph Field, Texas, March 1, 1932, for Training: 1st Lieut. Fremont S. Tandy, Corps of Engineers.

TRANSFERRED TO THE AIR CORPS: 2nd Lieuts. Morris J. Lee, Cavalry; John C. Kilborn, Field Artillery, Sory Smith, Infantry, to rank from June 12, 1930.

RETIREMENTS, for disability incident to the service: Captain Harry C. Drayton, 1st Lieut. James Flannery, January 31, 1932.

PROMOTIONS: To Major: Captain Rosenham Beam, rank from Jan. 1, 1932; To Captain - 1st Lieuts. Thomas W. Blackburn, Harry A. Johnson, Bob E. Nowland, Barney M. Giles, Bernard J. Tocher, Claude E. Duncan, rank Jan. 1; Albert F. Hegenberger, rank Jan. 3rd; Wendell H. Brookley, rank Jan. 5th; Max F. Schneider, rank Jan. 15th. To 1st Lieut. 2nd Lieut. Henry R. Baxter, rank January 3rd.

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The Chief Signal Officer has commended Selfridge Field, Mich., for a standing of second in point of accuracy, neatness and adherence to standard practice in the submission of meteorological reports as compared with reports received from 33 other military meteorological stations, and stated the quality of the meteorological reports received from Selfridge Field during 1931 was excellent.

The Commanding Officer, Selfridge Field, feels that this excellent record is due largely to the efficiency and attention to duty of Staff Sgt. Solomon Wolfson, Detachment Sixth Signal Service Company, Signal Corps, who is in charge of the Selfridge Field Meteorological Station.

## AERIAL MAPPING IN NORTHWEST PRESENTS DIFFICULTIES

The 15th Photo Section, Crissy Field, Presidio of San Francisco, Calif., just completed a 1,000-square mile photographic project for the Geological Survey in southwestern Montana, utilizing a Fairchild photographic plane and a K-3 camera. This project was commenced June 2nd by Lieut. Wallace and Tech. Sgt. Stockwell. Due to adverse weather conditions and forest fires, only a small portion of the work was completed by June 24th, at which time Lieut. Wallace's tour of active duty expired. He was replaced by Lieut. Poole, who worked on the project until August 16th, when he was recalled.

Forest fires and weather conditions were so bad that it was decided to postpone the work until later in the fall. On Sept. 21st, Lieut. Bobzien, who had been on leave of absence, left for Billings, Montana, and completed the project, returning home October 17th.

Aerial mapping in the northwest presents a much greater problem than in almost any other part of the United States. The contours vary, as on this Montana project, from 5,000 to 12,000 feet within 25 miles. This necessitates flying as high as possible and the use of oxygen. Then, too, forest fires make it almost impossible to do any work at any time other than right after the snow melts in the spring, and in the fall right after the first rains. This project was flown at an altitude of 20,000 feet, and oxygen was used on all trips.

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## SUDDEN FOG MAKES PILOTS HUSTLE IN LANDING

During a tactical flight of six P-12 Pursuit planes of the 55th Squadron, Mather Field, Sacramento, Calif., a ground fog rolled in so suddenly that the flight was unable to beat it to Mather Field and the ground. The two elements of the flight separated. Lieut. G.P. Saville, leading the second flight, found himself in a hole. Signaling for a "Lufbery," he went down through the mist and landed - upside down in the mud. His wing men took a look - they say they couldn't see anything in the fog but heard Saville raving - and decided this could not be the answer to their problem. They scrambled back above the mess and finally landed safely at the Sacramento Municipal Airport, finding there the three ships of the other element which had preceded them.

Net result of the morning activities - a slightly damaged P-12 and a very much embarrassed element leader.

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## DEATH OF LIEUT. ALBERT L. ALEXANDER

On Saturday, February 6th, at 8:25 p.m., 2nd Lieut. Albert L. Alexander, Jr., was killed in a crash near Chanute Field, Ill.

Lieut. Alexander was engaged in a routine local night flight, using a BT-2 airplane. His passenger, Lloyd W. Bender, son of Captain Walter Bender, Air Corps, and a member of the R.O.T.C., University of Illinois, was thrown from the airplane and painfully, though not seriously injured, suffering minor contusions, cuts and sprains. He is progressing nicely.

"Tentative reconstruction of the accident from ground scars is difficult, says the News Letter Correspondent, adding: "It is believed that Lieut. Alexander was flying at approximately 500 feet altitude when he found difficulty with the plane or engine, and was forced to find a landing. Apparently he released parachute flares at an altitude of about 250 feet, circled and attempted to land. Traces on the extremely soft ground show that he approached with high speed and an angle, striking and wiping off the landing gear. The airplane then had skidded on its belly for 250 feet, when it nosed over, throwing Bender out, and bursting into flames."

The airplane, with Lieut. Alexander pinned in, was completely burned, leaving only the engine and the metal fuselage constructions.

Lieut. Alexander was a student pursuing the Maintenance Engineering course. He was born in Aberdeen, Miss., in 1905, the son of Major Albert L. Alexander, Dental Corps, U.S. Army. Upon his graduation from the Central High School, San Juan, Porto Rico, in 1924, he was appointed to the U.S. Military Academy, graduating from West Point in 1928, and commissioned in the Corps of Engineers. In Sept. 1928, he was detailed to the Air Corps and, after graduating from the Advanced Flying School, Kelly Field, Texas, received the ratings of Airplane Pilot and Airplane Observer.

Lieut. Alexander was Boxing Coach of Chanute Field, work which he voluntarily assumed beyond that ordinarily demanded of him. His excellent character with an outstanding personality endeared him to his associates, and his loss is deeply felt by his comrades.

NOTES FROM AIR CORPS FIELDS

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Wright Field, Dayton, Ohio:

During the past year, the Field lost two Flight Surgeons to whom it had become decidedly attached. Maj. E.G.Reinartz was transferred to Randolph Field, Maj. M.G.Healy following at a later date. Maj.W.E.Wilmerding, formerly stationed in the Philippines, replaced Maj. Reinartz in August and Maj. H.H.Fisher, formerly of Scott Field, is to replace Maj. Healy as assistant Flight Surgeon.

Lt. C.D.McAllister, pilot, and Capt. D.L. Bruner, Observer, recently flew to Schenectady, N.Y., and East Orange, N.J., for a conference with the contractors regarding boundary light flashers and external energisers.

Capt. A.J.Lyon ferried a new Thomas-Morse O-19 from Buffalo to Wright Field

Lieut.C.H.Caldwell flew to Montgomery, Ala., Ft. Benning, Ga., and Atlanta, to confer with Commanding Officers regarding supplies and equipment at these stations.

Lieut. L.L.Beery and H.G.Crocker recently flew to San Antonio Air Depot to ferry down winter flying equipment.

John C. Lingling of the Lighter-than-Air Branch, left for Scott Field to inspect the envelope of a new T.C. airship.

Capt. J.G. Taylor ferried a new P-6E from the plant of the Curtiss Co., Buffalo, N.Y., to Wright Field.

Capt. Clements McMullen and Lieut. J.D.Corkille left Miami, Fla., on Jan. 5th, to participate in a night demonstration for the Miami Air Races.

Lieut. K.B.Wolfe flew to Chicago, Milwaukee, LaCrosse, Wisc., and Elgin, Ill., for conference with manufacturers of these cities concerning Air Corps equipment

3d Pursuit Squadron, Clark Field, P.I., July 1st to Dec. 31, 1931:

Personnel: Commanding Officer, Capt. A.Hornsby; Flight Surgeons, Maj. Ira F.Peak, MC.; Engineering Officer, Capt. L.R.Hewitt; Officer in Charge of Squadron and Squadron Activities, Capt. S.L.Ellis; Organization Supply Officer, Lieut. W.H.Hardy; Adjutant, Lieut. R.W.Harper; Station Supply Officer, Lieut. J.R. Hawkins; Operations Officer, Lieut. K.J.Gregg; Asst. Engineering Officer, Lieut. A.R. Springer; Transportation Officer, Lieut. W.Goss; Communications Officer, Lieut. E.A.Sanborn; Asst. Officer in Charge of Squadron, Lieut. T.J.Dubose.

Losses: Capt. W.C. Morris on the October transport.

Gains: Lieuts. J.B.Burwell and G.E.Henry arrived on the December transport.

Detached Service: At Baguio:-Lieuts. Hawkins, 10 days; Harper and Goss, one month. At Corregidor for contact training:-Lieuts. Goss and Sanborn. One week contact training at Fort Stotsenburg:-Artillery, Capt. Ellis, Lieuts. Hawkins, Harper, Hardy, Taylor and Fisher; Cavalry: Capt. Hewitt; Lieuts. Murphy, Springer, Sanborn, Dubose.

Upon arrival of the December transport, the strength of the command was: Officers, 17; Enlisted Men, 169.

Equipment: During this period the average number of planes on hand at this station were: 10 P-12B's, 1 O2-H, 1 O-19 and 1 Douglas Transport. P-12B's are armed with .30 cal. guns. Eight .50 cal. guns are available for immediate use. A recent shipment of Pursuit radios are being installed in all planes as they are sent for overhaul to the Philippine Air Depot. With the arrival of the U.S.A.T. "Meigs" in January, this station will receive five P-12-E airplanes.

Construction: The following new construction took place during this period: Concrete apron running from Hangar #3 towards the east end of the field, size 40'x550'; Construction of a gas house and the remodeling of the garage; new range house at the north end of the officers' quarters; new office and laboratory for the Flight Surgeon, located next to the Bowling Alley; new office and machine shop for the Engineering Department; new office for the Station Supply; and a new basketball court in Hangar #1. The flying field was completely regraded with exceptionally fine results.

Flying Activities: During the first three months, an intensive school program was carried on and regular flying was continued. The last three months' training was devoted to combat work and problems in preparation for the maneuvers in January. Flying time for the past five months was as follows: July, 339:40; August 153:15; September 357:55; Oct., 303:50; Nov., 273:50.

One trip to the Southern Islands was made with a Sikorsky Amphibion by three officers from this Field, Capt. Hornsby, Lieuts. Hardy and Murphy. Numerous other extensive cross country flights were made throughout Northern and Southern Luzon. An exhaustive test was run by the Armament Department on .50 cal. machine guns in Pursuit planes with very satisfactory results. Several aerial reviews were participated in by the Squadron, both with and without the Group.



Fifth Composite Group, Luke Field, T.H., Jan. 12th:

On Dec. 10th, 11th, 15th, 17th and 22d, the 23d and 72d Bombardment Squadrons participated in combat exercises in cooperation with the 18th Pursuit Group at Wheeler Field, T.H. Landings were made both before and after these missions for conferences which were held in the Group Operations Office at Wheeler Field. While these exercises were in progress, the squadrons participating experimented with the comparative defensive merits of various formations and other tactical principles.

On Dec. 11th, the Sikorsky airplane, with 2d Lieut. Robert E.L. Choate, Pilot; Staff Sgt. Troy Letchworth, Crew Chief, and Morley S. Roberts, Radio operator, were dispatched on an Inter-Island Flight to Port Allen, Kauai, to transport military supplies and personnel.

Due to restrictions on flying time, our training schedule was curtailed during December. Aerial gunnery on towed targets, radio communications, aerial reconnaissance, photography and instrument flying were the main factors of the training. Aerial gunnery is progressing very rapidly and we hope to close the gunnery season with very good results.

The dark room of the 11th Photo Section building was gutted by fire of unknown origin on Jan. 5th, the flames destroying photographic equipment, chemicals and valuable negatives before they were extinguished. Heroic action of Staff Sgt. Bertsch and Pvt. Loomer, who were in the dark room at the time, saved a valuable roll of aircraft film which was in the developing tank at the time. The two men remained at their posts, continuing to develop the film. They finished treating the film and removed it from danger without mishap. The film represented hundreds of dollars worth of flying time and contained air views to be used in the Fleet Maneuvers during February. Quick action on the part of the post fire department prevented the flames from spreading and saved valuable aerial cameras.

The 50th Observation Squadron began gunnery practice and flexible machine gun firing on towed targets, and the good scores turned in show that all observers are looking forward to "EXPERT" ratings.

Each week, planes were sent to work simulated Artillery adjustment missions with the 11th Field Artillery Brigade in preparation for their actual firing later on.

The Group area has been undergoing changes during the past month. Huts which were along the water front were removed and the four-man huts are being converted into eight-man huts. This, and the fact that the old school building was taken down, will add to the beauty of the area.

Eight officers were recently assigned to this station - Lieuts. John V. Hart, Courtland M. Brown, Fred C. Fishback, Fred A. Ingalls, Benjamin T. Starkey, Paul H. Johnston, Murray C. Woodbury and Charles H. Earnest.

Eighteenth Pursuit Group, Wheeler Field, T.H.: The Transport, "St. Mihiel" brought the following officers for this station: - 1st Lieuts. Donald G. Stitt, Luther S. Smith and William O. Eareckson; 2nd Lieuts. Walter S. Lee, John M. Sterling, Emmett F. Yost and Lauris Norstadt.

Three Air-Reserve officers sailed Jan. 9th to the mainland to finish their tour of active duty, viz. 2nd Lieuts. William A. Cocke, John C. Crain and Edward H. Hoffman. These fine young officers were with the Group almost two years, and we were reluctant to see them return to civil life.

December found the 6th Pursuit Squadron busy in preparation for the joint Army-Navy Maneuvers. A streak of bad weather interfered with matters considerably. "Fair Hawaii" has been giving us a very good imitation of San Francisco weather; a combination of rain, fog and cold winds. However, the Squadron managed to learn a little more about formation flying. Several days were spent in trying out different methods of attack on Bombing formations, and with the help of the Bombers from Luke Field, we feel that a great deal of progress is being made in determining how we may best employ our formations and armament in breaking up on shooting down a Bombing mission. Camera guns are being used and, while they have so far proved of little actual help, we hope to learn more from their printed records when close range pictures can be taken.

Lieuts. Bassett, Rhoades, Graham and Rotherham recently returned from 10 days spent on Detached Service at Kilauea Military Camp on the Island of Hawaii. Most of the time was spent in hiking, riding and hunting goats. The trip is highly recommended to their brother officers as time well spent.

Mitchel Field, L.I., N.Y., Jan. 14th:

The most important event at Mitchel Field last month was the New Year's Eve Dance held at the Salisbury Country Club. The entertainment committee originally planned two dances during the Holidays, one some time after Christmas and the other, a tea-dance on New Year's Day. However, at a meeting of the officers' Club in December a motion to put all the eggs in one basket and have a big New Year's Eve Party was unanimously carried. The dance was quite a success even pleasing our critical guests from Langley and Selfridge Fields. (Lieuts.

Robert Dunn of Langley and William Day of Selfridge were present and seemed to enjoy themselves.)

The high light of the evening was the arrival of the New Year as portrayed by Lieut. Cecil Folmar in a pair of diapers. He made an excellent, rosy-cheeked cherub in his rather abbreviated costume, and got quite a hand from his audience. The fun started though when one or two of the safety pins gave way and he had to beat rather a hasty retreat.

Lieut.-Col. John H. Howard, the Commanding Officer and Major W.O. Ryan, the Executive Officer, were not present being away on leave over the holidays. Col. Howard visited San Antonio, much to the envy of the junior officers who came from there so recently. Maj. Ryan visited relatives in Jacksonville, Fla. We envied his trip almost as much, although we still have hopes of getting to Florida this winter. During the absence of the higher officers, Captain Charles Pursley was in command of Mitchel Field.

Officers of the Air Corps, who are fond of the works of James Fenimore Cooper, may be quite surprised to know that here at Mitchel Field we have one of his original characters, taken as it were from the very leaves of his "Leather Stocking Tales". This startling discovery was made during the holidays while Lieuts. Travis, Burns, Baxter and Haynes were on a hunting trip near Savannah, Ga. Baxter appeared for the chase bright and early the first morning garbed in one of the costumes from which "Leather Stocking Tales" derive their name - a real Daniel Boone outfit with fringed buckskin shirt and slacks. Somehow or other he seemed to have overlooked the coonskin cap.

His remarkable knowledge of forest lore immediately won for him the sobriquet of "Pathfinder". A little later, when it developed that he was the one and only member of the party to bag a deer, his official title was changed to "Deerslayer". (He actually got the deer, because some one saw it). Reports of the trip itself, though, would probably make the Last of the Mohicans turn over in his grave. What, with about half a dozen or a dozen colored servants to do all the coaching and chasing the deer out into the open for them.

Mitchel Field seems to have a few good lecturers and public speakers, judging by reports we've heard lately. Capt. Pursley gave a talk to the graduating class at the Hempstead Junior High last week on the Air Corps and the possibilities it offers to young college men. He was requested to come back at some future date and give a talk to the whole school on his travels in China and Japan. Maj. Moulton, Capt. Taylor, and Lieut. Murtha attended a meeting of the Lincoln Fraternity in Queens Village during the same week. Capt. Taylor gave a talk on aerial photography and Lieut. Murtha talked about the Air Corps. They were also asked for an encore.

Lieuts. R.O. Cork and Zay Smith both returned from their honeymoons and are setting up housekeeping in the vicinity.

Mr. and Mrs. O'Brien, of Chicago, announced the engagement of their daughter Helen to Lieut. John K. Gerhart of Mitchel Field. Looks like these new Bachelor Officers' quarters won't have many occupants when they are finished.

#### Scott Field, Belleville, Ill., Jan. 13th:

Army homing pigeons scored a real triumph at the 13th Annual National Pigeon Show at Louisville, Ky., from Jan. 7th to 11th. Army birds entered in this show, sent from the Signal Corps lofts at Scott Field, carried off a big majority of the prizes.

The total of 26 birds were shipped to the show by Lieut.-Col. John A. Paegelow accounted for 25 firsts, three seconds and two thirds in the regular and special classes. The two star birds of the Scott Field loft, "General Frank Parker", a 1931 cock, and "Col. John A. Paegelow", champion of the 1930 National Show, gathered in the big honors. "Gen. Parker" took the premier honors as the best record bird of the show. In addition, this blue-checker cock took first awards as the best 1931 record bird the best cock and the best 1931 blue cock of the show. "Col. Paegelow" was the biggest prize winner with five firsts to his credit. His awards were: Best blue old cock, best blue or black check bird best adult cock, best 200-mile record bird and best adult record bird of the show. The other big prize, that of the best homer display, also came to the Scott Field entries.

This was the final show of the season for the local birds and, as a result, Col. Paegelow's trophy case filled to overflowing with new cups and ribbons.

Capt. John P. Temple who reported for duty at Scott Field on Jan. 9th from

Hawaii, received new orders two days later to proceed at once to Barksdale Field Shreveport, La. It is understood Capt. Temple will be Supply Officer at the newest of the Air Corps stations.

At a recent meeting of the Scott Field Officers' Club, the following officers were elected for the first six months of 1932: President, Lt.-Col. John A. Paegelow; Vice-president, Capt. Elmer J. Bowling; Sec.-Treasurer, Capt. Ira R. Koenig; Board of Directors, the foregoing officers, Maj. Norman W. Peek and 1st Lieut. Frederick A. Johnson.

#### France Field, Panama Canal Zone, Jan. 18th:

The following is a brief resume of activities at the Panama Air Depot during December: Aero Repair: 3 O-19C and 1 P-12B planes overhauled; minor overhauls on one each B-3A, O-19D and P-12B.

Engine Repair: Engines overhauled: 4 SR-1340-D, 2 R-1340-C, 2 R-1690-B, 2 R-1340-D engines rechecked and tested.

Parachute Department: 108 parachutes folded, 130 inspected, 28 repaired.

With the beginning of the dry season, drop testing of all parachutes in service at this station was started.

An old fashioned minstrel and vaudeville show was presented at the Post Theatre, Dec. 22nd, and won hearty applause from a capacity audience.

An improvised stage, wings and curtains were installed by the Quartermaster, and special lighting for stage and orchestra gave the proper setting for the show. Local talent, under the direction of Sgt. "Jack" Wade, interlocutor, assisted by the entertainers from Coco Solo and Colon, and Miss Eileen Hill with her dancing Colleens, rendered an interesting program of clever jokes and gags, clog dance and jogs, instrumental selections and fancy dance rhythms - a most pleasing variety for eye and ear.

From the overture by the France Field Orchestra, and the opening chorus by the entire cast "Roll on Mississippi", came one gay selection after another, and hearty applause and encores testified to the enjoyment of every one present. This entertainment was repeated on Jan. 8th, at the Colon Theatre with further success and applause.

A well-merited word of appreciation is due the whole cast for their good work, not omitting the director and interlocutor, Sgt. Jack Wade.

During December the following changes in personnel took place at this station: Maj. Thomas F. Weldon, Flight Surgeon, left for Langley Field, being replaced by Maj. Edward C. Greene, from Brooks Field; Capt. H.H. George departed for Langley Field; Lieuts. Neal E. Ausman and Kurt M. Landon, from Kelly Field, were assigned to the 24th Pursuit and 25th Bombardment Squadron; Lieut. Charles R. Overacker, Chanute Field, was assigned to the 25th Bombardment Squadron and detailed as Post Signal Officer, Post and Group Communications Officer, Post Signal Supply officer and Post Signal Property Officer; Lieuts. C.E. Henry and Edwin M. Day from Selfridge Field arrived on the "Chateau Thierry" Jan. 16th, Lieut. Henry took command of the 78th Pursuit and Lieut. Day was assigned to the 25th Bombardment Squadron.

When the "Chateau Thierry" returns to New York, on the 20th, Lieuts. D.J. Ellinger and R.D. Biggs, will depart for new stations at San Antonio.

#### Fort Sill, Okla., Jan. 26th:

The members of this command, having weathered the Xmas and New Year's festivities, are settling down to their work with the F.A. School which will continue until June 13th.

1st Lieut. Wm.L. Ritchie who took advantage of the holidays to spend 10 days in relentless pursuit of the quail population around San Antonio and Corpus Christi, Texas, reports no serious depletion during his stay.

The following cross-country trips were made by members of this command:

Dec. 23rd, 2nd Lieut. Douglas T. Mitchell, pilot, Lt.-Col. George M. Peek, Executive Officer the F.A. School, passenger, to Memphis, Tenn. Returned solo. 2nd Lieut. Claire Stroh returned Col. Peek to this station, Dec. 28th.

Jan. 6th, Capt. Frank H. Pritchard with Mr. Sgt. Dawkins, ferried O-19C to SAAD, Duncan Field, Texas, returning Jan. 8th, in a newly overhauled O-19B.

Jan. 18th, 1st Lieut. Wm.L. Ritchie with St. Sgt. Lynch, to Helena, Ark. Returned Jan. 20th.

Lieut. G.G. Johnson, 1st Balloon Co., is under orders to sail on the May 25th Transport for the Philippine Department. Lieut. Rowland Kieburtz, from Hawaii, was assigned to the 1st Balloon Company as replacement.

The 1st Balloon Company Pistol Team is getting a good start in competitive shooting, having tucked three scalps under its belt to date. Among the victims are the 38th Infantry (both rifle and pistol), the M.P. Detachment, Fort Sill, Okla., and the Lawton, Okla., Police Force. Members of the team are: Mr. Sgt. Mansfield, 1st Sgt. Johnson, St. Sgt. Dandore, Sgts. Ingmundson and Baker.

#### Rockwell Air Depot, California, January 21st:

The Engineering Dept. of the Rockwell Air Depot completed major overhaul on 17 airplanes and 27 engines during December. Thirty-five airplanes and 25 engines were in process of overhaul at the end of month.

Man hours expended in the Engineering Shops of the Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines -4,609 $\frac{1}{4}$ .

During December, six P-12E airplanes from March Field were ferried to the Depot for installation of radio equipment.

Capt. C.M. Savage, post adjutant since June, 1930, departed on 15 days' leave prior to sailing on transport from San Francisco, Jan. 27, for duty in the Office of the Chief of the Air Corps.

Capt. Harold M. McClelland, now on duty at Rockwell Field, was appointed Post Adjutant. He was on temporary duty from Nov. 20th, date of his arrival at Rockwell Field, to Dec. 31st at March Field, in connection with the service test of experimental Pursuit Radio sets. Capt. McClelland reported the tests were highly successful, the new equipment being far superior to anything heretofore used in the Air Corps.

Lieut. Raymond E. McQuillan, 11th Cav., accompanied by Capt. Robinett, Cav., 9th Corps Area, with Capt. John E. Upston and 2nd Lt. George E. Northrup, A.C., arrived Jan. 6th from Crissy Field on temporary duty to witness tactical exercises in connection with Joint Grand Army-Navy Exercises No. 4.

Lt.-Col. S.T. Mackall, I.G.D., 9th Corps Area, made his annual post inspection January 20th and 21st.

#### Brooks Field, San Antonio, Texas, Jan. 15th.

Several flying days were lost on account of inclement weather. It seems the "winter" weather for Texas resolved itself into a prolonged rainy season. A well known civilian of San Antonio, who is a flyer himself, says Brooks Field possesses some of the best flyers in the service. Among Reserve officers at present on duty at the field are - 2nd Lieuts. H.L. Baird, A.J. Boot, F.A. Creech, J.E. Darby, Carl A. Gerlicher, K.H. Greeson, B.G. Holloway, H.S. Houghton, R.S. Johnson, G.P. Keene, D.M. Kesler, J.N. McCormick, R.O. Falston, W.M. Wood and J.R. Novake. Lt. Norfleet G. Bone is another Reserve officer who made for himself an extensive reputation when he so successfully executed the landscaping of Randolph Field. Lts. Gerlicher and Boot are assisting Lt. A.L. Bump in coaching the post basketball teams. Lieut. Novake is Assistant Personnel Adjutant.

Lieut. A.L. Bump, Jr., was relieved as Police and Prison Officer to assume the duties of Personnel Adjutant, relieving Lieut. F.H. Rice, assigned as E. & R. Officer and the Mess Officer of the 62nd Service Squadron.

Capt. Raphael R. Baez, Jr., Commanding Officer, 62nd Service Squadron and Post Engineering Officer, sailed for duty in Hawaii. He was much liked at Brooks Field and takes with him the best wishes of officer and enlisted personnel.

Cpl. John R. Brighton, 12th Obs. Squadron, and Pvt. 1st Cl. S. Lazarian, 22d Observation Squadron, are now attending the course of instruction in parachute rigging and armoring, respectively, at Chanute Field, Ill.

Capt. Louis R. Knight, C.O. of 58th Service Squadron, was relieved to assume duties of C.O. of 62d Service Sqdn. and Post Engineering Officer. This is only a temporary appointment, since he accompanies the 58th to Barksdale Field, Shreveport, La., for station sometime in the Spring.

#### San Antonio Air Depot, Duncan Field, Texas, Jan. 30th.

Capt. and Mrs. Benj. F. Giles of the Inspection Division, Office Chief of the Air Corps, who reported at San Antonio Jan. 15th for duty under the Inspection Division, as Technical Supervisor for the supply area served by this Depot, established his office and was assigned quarters on this post. He and Mrs. Giles are a welcome addition to the social life of the station.

Orders were received for the assignment to duty at this Depot of Lieut. David J. Ellinger, from the Panama Canal Department.

On January 19th Col. W.B. Tuttle, Chairman of the Hoover Unemployment Relief activity in San Antonio, gave a talk to the employees of the Depot, urging relief for the unemployed and needy of the community. Col. Tuttle was introduced by Lt. Col. A.G. Fisher, the Depot Commander. As a result of this talk, 426 civilian employees of this Depot signed pledge cards, for a voluntary contribution each month, such pledge to be in effect as long as the acute situation exists among the needy in San Antonio. The total amount pledged was \$557.96.

1st Lieuts. Thomas W. Blackburn, Instructor with the Texas National Guard, Houston, and Earle T. Showalter, 36th Div. Aviation, Texas National Guard, visited here, Jan. 21st, bringing in a number of O-38 propellers for exchange.

Capt. A.M. Guidera, Instructor with the Indiana National Guard, Indianapolis, recently paid an informal visit to this station.

Lt.-Col. A.G. Fisher, Capt. Warner B. Gates, B.F. Giles and E.V. Harbeck, Jr., and Lieut. C.E. Thomas, Jr., made a cross-country trip to Eagle Pass.

Capt. H.L. Clark and Lieut. Allen (Air-Res.) from the new Barksdale Field, Shreveport, La., were callers at the Depot recently.

#### Kelly Field, San Antonio, Texas, Jan. 25th:

Students at the Air Corps Advanced Flying School started their cross-country training flights. Following are the itineraries for the four sections:

Attack Section, Jan. 18th to 22d: Kelly Field to Galveston, Texas, Galveston to Dallas, Texas; Dallas to El Paso, Texas, and return to Kelly Field.

12 students, 1 flight surgeon, 3 instructors, 2 mechanics, 15 airplanes.

Bombardment Section, Feb. 2d to 5th: Kelly Field to Dallas, Texas; Dallas to El Paso, Texas, via Midland; El Paso to Kelly Field via Marfa, Dryden, and Ft. Clark, Texas. 18 students, 1 flight surgeon, 3 instructors, 8 mechanics, 12 airplanes.

Observation Section: 1st Flight - January 22d to 26th; 2d Flight, Jan. 26th to 30th. Kelly Field to Galveston, Texas; Galveston to Ft. Sill, Okla.; Ft. Sill to El Paso, Texas; El Paso to Kelly Field via Marfa, Dryden and Ft. Clark, Texas. 15 students, 1 flight surgeon, 3 instructors, 2 mechanics, 18 airplanes.

Pursuit Section: 1st Flight - Jan. 30th to Feb. 3d; 2nd Flight - Feb. 5th to 8th; 3rd Flight - Feb. 8th to 11th. Kelly Field to Ft. Sill, Okla., via Dallas and Muskogee; Ft. Sill to El Paso, via Midland or Amarillo; El Paso to Kelly Field via Marfa, Dryden and Ft. Clark. 15 students, 1 flight surgeon, 3 instructors, 2 mechanics, 18 airplanes.

Capt. Thomas M. Jervey, Ord. Dept., was designated Ordnance Officer for the entire Air Corps Training Center, for the inspection, maintenance, repair and alteration of all Ordnance material.

There is now a general epidemic of sore backs, legs and arms among the officers. Supervised athletics were ordered for them twice a week.

The second member of the present class of students to join the Caterpillar Club was Cadet Wilbur O. Riley, Bombardment Section. He jumped from a P-1 when the wing of his plane collapsed while he was flying pursuit transition.

The 22d Photo Section had a busy two weeks turning out photos of students for identification cards, and 1500 invitations to the graduation exercises, Feb. 26th, in addition to their regular work.

The following-named officers have orders to report to Kelly Field for duty within the next few months: 1st Lieuts. Wilfred H. Hardy, Walter C. White, 2nd Lieut. Fred S. Stocks and George L. Murray.

#### Patterson Field, Fairfield, Ohio

Capt. H.W. Flickinger ferried to Bolling Field an O-38B, overhauled at this Depot for the private use of the Chief of the Air Corps.

Certain officers of this Station departed during the past two weeks on inspection trips throughout the Fairfield Air Depot Control Area and National Guard activities regarding the maintenance of Air Corps supplies and equipment. Following are the itineraries covered:

Capt. Burton F. Lewis to Norton Field, thence to Cleveland Airport; Detroit Mich.; Selfridge Field; Chicago, Ill.; St. Paul, Minn.; Fairfield, Ohio.

Lieut. George V. McPike to Pope Field, thence to Candler Field, Lawson Field; Maxwell Field, Birmingham, Ala.; Little Rock, Ark.; Sky Harbor, Nashville Tenn.; Bowman Field, Ky.; Lunken Airport; Fairfield, Ohio.

Lieut. Clarence S. Irvine to Ft. Benj. Harrison, Ind.; thence to Stout Field, Ind.; Chanute Field, Ill.; Omaha, Nebr.; Marshall Field, Kans.; Lambert Field, Mo.; Scott Field, Ill.; Fairfield, Ohio.

During the month of December, 1931, the Engineering Department performed

the following overhauls on airplanes and engines: Airplanes - Major, 17; Minor, 17; total overhauls, 34. Engines - Major, 30; Minor, 25, total overhauls 55.

Tonnage of incoming freight (December) 245.1 tons; express, 1.5 tons. Tonnage of outgoing freight, 106.6 tons; express, 2.2 tons. Incoming parcel post, 589 lbs., outgoing, 2,311 lbs. Material received by other means 140,865 lbs., shipped, 170,200 lbs. Shipments received, 685; made, 1,310.

Among those visiting here during the past two weeks, the following were noted: Lieut. Fitzmaurice, Kelly Field, Jan. 2d, on cross country mission; Lts. Beverly, Higgins and Moore, Sgts. Galbraith and Russell, Kelly Field, Jan. 3rd, en route to Aberdeen, Md., on cross-country mission; Lieut. Maxwell and Sgt. Robinson, Detroit, Jan. 4th, for major overhaul of plane; Capt. Guidera, Lieut. Carpenter, Stout Field; Lieut. Newhall, Chicago; and Capt. Hamilton, Chanute Field, Jan. 4th, on cross-country missions; Lieuts. O'Donnell and Barlette, Selfridge Field, Jan. 5th, to ferry there P-120 planes given major overhauls here; Lieuts. McConnell and LeMay, Norton Field, Jan. 6th; Capt. Bivins, Bolling Field; Lieuts. Fitzmaurice, Beverly, Higgins and Moore, Kelly Field, Major Muhlenberg, Norton Field, and Lieut. Burgess and Private Payton, Chanute Field, Jan. 7th, en route on cross-country missions; Lieut. Schoenlein, pilot, Capt. Branshaw, passenger, and Lieut. Scott, pilot, Sgt. Logdson, passenger, Chanute Field, Jan. 8th, for major overhauls; Capt. Gill and Sgt. Kennedy, Cleveland, Jan. 8th, on cross-country mission; Mr. Ball, ferrying a Waco plane from Troy, Ohio, to Muncie, Ind., Jan. 9th; Lieut. Smith, pilot, Capt. Whitehead, passenger, from Schoen Field, Ind., on 11th; Capt. Connell, Chicago, Jan. 12th, for major overhaul of plane; Major J.H. Doolittle, Air Reserve, St. Louis, from New York in a Lockheed, January 14th.

#### Boston Airport, Mass., February 1st.

With the large number of Reserve Officers appearing at the Airport to keep their hand in at flying, it looks as if a mathematical genius would be needed to adjust the amount of time to be apportioned each man. One hour a month appears to be the maximum under the present curtailment of flying hours.

The general feeling in the local press is that the small flying time per man is dangerous to personnel and equipment. The Reserve Officers feel the cut in time, as we are using service type equipment; and all our inactive status flying consists of intense training in military flying tactics.

At a recent meeting of the Reserve Association at the Old France Restaurant, motion pictures were shown of the first airplane the Army placed in service - yes, the old Wright. Movies taken from the plane caused considerable comment on the old front elevator, and on the "low and slow" flying.

Capt. Joseph A. Wilson, C.O., Boston Airport Detachment, recently arranged a schedule of night flying. With Capt. Chas. Clark, Res., Capt. Wilson dropped landing flares from various altitudes and landed by aid of their light. Later, each Reserve present was taken for a training flight by Capt. Wilson and Lieut. Glenn Salisbury. After a discussion of night flying problems, each officer took off, flew around Boston, and then back to the airport for a landing.

Reserves participating in this night flying were Maj. Bartlett Beaman, Capt. Chas. Clark, George Lusk, Byron Switzer and Lieuts. Horace White, Windsor Harlow and Bond. Another Group will participate in the next scheduled night training. Several of the Reserves have not had much opportunity to fly at night since the war, and this training was received with great enthusiasm by all concerned.

Capt. J.A. Wilson is to leave shortly on a Mediterranean cruise. In fact, by the time this is published, "Smoky Joe" will be well along the route.

#### Chanute Field, Rantoul, Ill., Jan. 22d:

Basketball: The Basketball Team defeated two strong teams from Champaign, the University City, - the Hanley team, 17 to 12, and the Prohn Collegians, 28 to 19. Last season Chanute won the coveted Corps Area Championship. This team is practically intact this year. It is well coached by Lieuts. C.B. Stone and A.W. Kissner.

The Flying Line: Despite a long spell of inclement weather, Chanute Field airplanes are being well exercised by the large list of pilots at this station. Recent cross-country flights include: Capt. A.G. Hamilton and Lieut. H.J. Flategal to Columbus, Ohio; To Chicago, Lieuts. W.K. Burgess, A.L. Harvey, T.S. Power, S.O. Redetzke, M.W. Reed, L.N. Tindal, and H.W. Anderson. To Wright Field: Capt. W.B. Souza, Lieuts. H.W. Anderson, Russell Scott, Tech. Sgt. D.M. Swisher. To Scott Field: Col. James A. Mars, Capt. F.S. Borum, W.A. Hayward, Lieuts. W.C. Farnum and RC Wriston. To Indianapolis, Ind., and return: Lieuts. C. R. Storrie, C.B. Stone and

H.W.Anderson. To South Bend,Ind.: Lieut. H.H.Tellman. To Terre Haute,Ind.: Lieut. J.L.Lacey. To Patterson Field: Capt. C.E.Branshaw and Lieut.R.L.Schoenlein. To Buffalo,N.Y.: Capt.S.M.Connell. To Great Lakes,Ill.: Lieuts. D.C. Doubleday, A.W.Shepherd and Wilbur Erickson.

Equipment: The ground equipment for the Air Corps at this station was augmented and tremendously improved by the receipt of two Marmon-Harrington Gas Trucks. There were also received three Caterpillar Tractors without hoist, and one Caterpillar Tractor with hoist. This will fill a long-felt need for the line, the school and for general post Air Corps use.

Personals: Lt.-Col. James A. Mars and officers of his staff were guests of the Urbana Rotary Club at its weekly luncheon at the Urbana-Lincoln Hotel, viz. Major Ballantyne, Surgeon; Capt. Skemp, Asst. Commandant; Lieut. Farnum, Adjutant; Capts. Connell, Engineering officer; Jacobson, Quartermaster; Borum, Supply officer; and Souza, Signal Officer. Lieut. Walter K. Brugess, Parachute Dept., recounted in an interesting manner his recent high altitude live jump.

Maj. Arthur E. Brown recently reported as the new post Dental Surgeon.

Lieut. and Mrs. Malcolm N. Stewart are parents of a new son, born recently at Burnham Hospital, Champaign,Ill.

The Officers' Mess: An innovation in occasional "Dancing Dinners" was instituted at which dance music is played during the dinner hours. The "Dancing Dinners", of which two have been held, bid fair to become a most popular post activity, sixty to seventy officers and ladies attending, taking advantage of a special menu, the dance music and the excellent opportunity to enjoy informal early evening entertainment offered in a most congenial form.

The Officers' Club at its semi-annual meeting, elected the following Officers: President, Maj. L.W.Ballantyne,M.C.; Board of Governors: Capts. W.A. Hayward,A.C., A.G.Hamilton,A.C.,and S.Jacobson,Q.M.C.; Secretary-Treasurer, Lieut. H.W. Anderson,A.C.

Monthly scheduled activities of the Officers' Club consist of a dance on the last Saturday and Evening Bridge Parties on the first and third Tuesdays.

#### Chanute Field, Rantoul, Ill., Feb. 2nd:

Basketball: The Chanute Field Flyers at the Post Gymnasium defeated the Bellflower Ford Motor Co. Independent, 47-15. The Flyers led at the half 30-3, and the Chanute second team, playing the second half, held the visitors well in check.

The Chanute Flyers won from the Jefferson Barracks team at that place, Saturday evening, Jan. 22d, score 35-24. This was the first Sixth Corps Area team to be met this season and came as a welcome victory to the Flyers, who are defending the championship of the Sixth Corps Area.

Fencing: A Fencing Class thus far consists of 29 officers, ladies and soldiers. Lieut. Carl R. Storrie was appointed Fencing Coach. Last year, the Chanute Field Fencing Team, starting from scratch under the initiative and leadership of Lieut. Robert W. Stewart, participated in the Illinois State Fencing Tournament at the University of Illinois and acquitted themselves in style which would have been commendable for even experienced foilsmen. All of last year's fencers were transferred to other stations, but it is expected Chanute Field will again this year have its hat well toward the center of the fencing ring in this vicinity.

Ladies' Volley Ball: A team made up of the Officers' Wives of Chanute Field defeated the Rantoul Volley Ball Team in tournament, winning four straight games. Members of the winning team are: Mesdames W.C. Farnum, James Spry, R.E.Holmes, C.B. Stone, J.J. Keough, J.L. Nedwed, C.K. Moore, R.H. Lynn and D.E. Whitten.

The Flying Line: Flying operations last week included the following cross-country flights: To Dayton, Ohio: Maj. L.W.Ballantyne,MC., Capts. A.W.Marriner, W.A.Hayward and Fred S. Borum, and Lieuts. G.W.Goddard, Malcolm N.Stewart and Herbert W. Anderson. To Scott Field: Lieuts. C.B. Stone, L.H. Douthit and Lieut. L.D.Fator with Maj. C.F. Snell, M.C., as passenger. To Great Lakes, Ill.: Lieut. H.F. Gregory.

During the week ending Jan. 29th, the post received three transport loads of new students from Brooks, Selfridge and Randolph Fields.

Personals: Lieut. and Mrs. Casper P. West are recovering from painful cuts and bruises caused when their car skidded early Saturday morning into another parked car on Route 25, near Thomasboro. Lieut. West started to pull around the parked car but saw another car approaching from the south, and applied his brakes which caused his car to skid into the parked car.

Their injuries were found not serious though extremely painful. Lieut.West returned to duty on Feb.1st while Mrs. West will be confined to the Post Hospital for a short time longer.

The kindergarten class, being conducted at the Post Chapel at Chanute Field under the direction of Mr. Roughia, is progressing nicely. This class was started

ed last September and has enrolled children from the post and from families in Rantoul. The Classes are held daily each morning excepting Saturday and Sunday, from 9 to 11 o'clock.

Lt.-Col. James A. Mars, Commandant of Chanute Field, was a special guest and speaker at the American Legion Auxiliary meeting one evening of last week. Using as his subject, "National Defense and Americanism", he stressed adequate national defense, and praised the Legion and Auxiliary members for their Americanism. This meeting is reported as having been the most interesting as well as the most successful held during the current season by the Rantoul chapter.

On Monday, Jan. 25th, Capt. Arthur G. Hamilton, Director of Armament, Air Corps Technical School, addressed the Chamber of Commerce of Hoopston, Ill., on the subject of Gas Warfare.

Staff Sgt. William DesMarias was promoted to Tech. Sergeant and will soon leave for Hawaii. He will be replaced as 1st Sergeant of Section "A", A.C.T.S. Detachment, by Staff Sgt. Bishop, formerly Post Personnel Sergeant Major.

The Officers' Club: On Saturday evening, Jan. 30th, the Officers' Club held its monthly dance. The Club ballroom was decorated following a Japanese motif. About 150 guests attended. The dance committee consisted of Maj. L.W. Ballantyne, Capts. W.A. Hayward, S. Jacobson, A.G. Hamilton, and Lieut. Herbert W. Anderson.

Prior to the January dance, one of the most delightful dinners of the season was given by Lieut. and Mrs. Roscoe C. Wriston, Lieut. and Mrs. Walter T. Meyer, and Lieut. and Mrs. Russell Scott. Tables were laid for fifty-two guests. Decorations consisted of beautiful bowls of summer flowers with terra cotta candles. Music was furnished by a five-piece orchestra.

#### Crissy Field, San Francisco, Calif., Jan. 6th:

The casual visitor at Crissy Field at certain periods during the past two months had occasion to gaze in stark amazement at the peculiar flying field spectacle greeting his eyes. Up out of the deep and broad Pacific come submersible amphibians, making 4-point landings on Crissy Field. So far so good, but these amphibians care nothing about wind and traffic direction. When they reach the ground they always stay there, but are likely to make a cheval-de-boie in any direction, and "all the king's horses and all the king's men" can not do anything about it. Though they go in all directions, they never collide with themselves, but give us heart failure lest some unsuspecting orthodox airplane should get in their way.

The Operations officer gave up all efforts at control and reluctantly and of necessity curtailed his flying training whenever our new type amphibians take over the field - and take it over they do.

We forgot to begin at the beginning. Several months ago, we noted some blue hat-cord mechanics constructing a one-way ramp on the edge of the field. A few days later, they returned with their motorless amphibs and pushed them down the ramp. Then, after a minimum of water taxiing, our Crissy Field Amphibs ran up Nature's ramp easier than the best amphib on the best ramp. What maneuverability! The wing men are helpless. Our little field must look like the wide open spaces compared with her corral - and away she goes like U.S.C. grid-men through Georgia. Not even Will Rogers could catch her. A good man knows when he is licked and knowing no airplane can stop an Army mule, we are not going to give her a chance to show that she is the better man. Therefore, we are giving no competition. Every few days, Capt. Upston takes his red ink and puts down a deficit of several hours' flying-training lost, and all who know him realize it is not done willingly. He is now planning to have us catch up, and we suspect we are going to have to turn in our beds and draw lanterns.

Well, we only know what we read in the papers and they tell us that the armies of California are soon to launch an attack on far away Hawaii, and your scribe - with astounding sagacity - has deducted that the strange antics above described are only the Presidio Doughboys rehearsing their act! We wish them success and hope that, having captured and occupied that famous land of steel guitars, ukes, etc., everything will be "oke".

"Unusual Weather" (The term made famous by California boosters), prevailed sure-nuff in the San Francisco Bay area the past month, and flying operations suffered accordingly. The post meteorologist's chart shows only 12 days, including Sundays and Holidays, suitable for flying. Even then the airdrome was a veritable morass of mud and water. To add to our problems, a wooden sewer pipe, installed during the Pan-Pacific Exposition in 1915, under what is now



the airdrome, rotted and weakened with age, gave way under the strain of the flood of water the heavy rainfall imposed upon it, and a large gaping chasm suddenly and without warning, appeared in an important part of the flying field. What happened to the earth which formerly occupied that space is a mystery. Presumably, it has gone to its former home on the bottom of the Bay.

On Dec. 22d, Lieut.-Col. L.W. McIntosh relinquished command of Crissy Field and the 91st Observation Squadron to take over as a full-time job the duties of Air Officer, Ninth Corps Area, which office he ably administered, in addition to his other duties, since the departure of Col. Lahm several months ago. Col. McIntosh's administration has been extremely popular, and we are loath to lose him from Crissy Field. However, we are happy in the knowledge that he will remain close by, and that we have Maj. M.F. Davis, who is no stranger to most of us, to succeed him.

On New Year's day the bachelor officers of the Post entertained the married officers and their families at a breakfast served at the officers' mess. There were 48 persons present and, from all available reports, a good time was had by all. This was the first function of its kind held on the Post in some time and, in view of the fact that the party was a success, it is hoped we will have similar functions in the near future.

Tech.Sgt. Raymond Stockwell left Crissy Field recently for Randolph Field, for flying instruction, training in grade. From all reports, he is making the best of his opportunity. We all wish him success and hope he returns soon with his "wings".

#### Crissy Field, Presidio of San Francisco, Calif., Jan. 21st:

Fog and rain during the past two weeks materially hampered our flying. In addition to transforming our flying field into a small lake, the rain caused two big washouts, which make the field dangerous for operations. We now have men working on the field and expect to have it back in shape before long.

The commissioned strength of Crissy Field is temporarily augmented by the arrival of Lieuts. Cocks, Crain and Hoffman from Hawaii. These officers are attached to Crissy Field awaiting the completion of their tours of extended active duty.

On Jan. 15th, the Crissy Field Basketball team swooped down on Mather Field and defeated its basket shooters in a hotly contested game, 20 to 19. Lieut. Paul Wilkins, able coach of the Crissy Field team, picked Pvt. Way of the 91st Squadron as outstanding star of this contest. The Mather Field athletes comprise a fighting aggregation, confident of securing revenge in a return game scheduled for the near future.

#### March Field, Riverside, Calif., Jan. 18th:

The March Field Athletic Association is in full swing now and pepping up the athletic activities of the Post. A Golf Practice Course was installed and the increased patronage made the area surrounding it a regular "No Mans Land". Not casting any reflections, for anyone is liable to slice a ball or find out that their "brute strength" is far above their expectations. And, of course, in conformity with Army traditions, there are "trenches" and "shell holes" popping into view daily.

Capt. Post, Post Athletic Officer, devoted a great deal of his time developing a baseball diamond with grand stand, grass, n' everything. It is predicted that, with the abundance of material available, this station should have one of the strongest teams on the West Coast. Spring training will start in the very near future.

Sunny California suffered a severe set-back when old man Weather started playing his funny tricks. For two successive mornings snow drifted down and landed on the terrain so noted for its orange blossoms and balmy atmosphere. Natives say that that kind of weather is as bad as a Bridge partner trumping your Ace.

17th Pursuit Group: Eighteen new P-12E's arrived at March Field during December, 14 of which were assigned to the 73d Pursuit Squadron. This brings the number of Pursuit planes in the 17th Pursuit Group to fifty; 36 of which are the new E's.

Officers of the Field who made the trip during December to the Boeing plant at Seattle to ferry back the new planes are: Lieut.-Col. H.H. Arnold, Commanding Officer of March Field; Maj. Carl Spatz, Commanding Officer of the 1st

Bombardment Wing; Capt. F.O'D. Hunter, Commanding Officer of the 17th Pursuit Group; Capt. W.C. Morris, 17th Pursuit Group Operations Officer; 1st Lieuts. Claude E. Duncan, Stewart W. Towle, Jr.; J.L. Loutzenheiser, Ralph E. Fisher, 2d Lieuts. James E. Briggs, J.E. Mallory, A.F. Solter, S.K. Robinson, W.P. Sloan J.N. Stone, J.H. Bundy, W.C. Morse, C.H. Murray, L.W. Sharman.

Second Lieut. Forrest L. Neville, 28 years of age, died Dec. 10, 1931, at the March Field Hospital, six days after an operation for appendicitis. He is survived by his wife, who has the heartfelt sympathy of the personnel of this Group.

Lieut. Neville reported to March Field Oct. 21, 1931, and was assigned to the 34th Pursuit Squadron. On Nov. 5th he was transferred to the 70th Service Squadron, for duty as Mess and Supply Officer. At the time of his death he was assigned for duty to the 17th Pursuit Group Headquarters.

Graduating from the Air Corps Advanced Flying School in March, 1927, Lieut. Neville began his Army career as a member of the 12th Observation Squadron at Dodd Field, Texas. From October, 1928, to November, 1929, he served as an instructor at Brooks Field. At that time he was sent to Fitzsimons General Hospital, Denver, Colo., and from there to March Field.

The Basketball team of the 64th Service Squadron, 17th Pursuit Group, captured first place in the March Field inter-squadron tournament. Members of the 64th team were St.Sgt. L.R. Wimberley, Cpls. C.D. Graw, and M.A. Watts, Pvts. W.J. Arnold, Morris Goldberg, L.A. Ozenbaugh, L.J. Chapman, E.V. Edman, D.J. Miles, G.W. Mouser and A.F. Story.

Second place among the squadrons was won by the 31st Bombardment Squadron team, while third and fourth places went to the 34th and 73d Pursuit Squadrons, respectively.

7th Bombardment Group: The Group loses several of its most efficient officers due to foreign service orders. Capt. Benjamin B. Cassidy, Group School Officer, E. & R. Officer and Agent Finance Officer; 1st Lieut. Donald G. Stitt, Commanding Officer of the 23d Photo Section, since the transfer of that organization from Post Field to March Field in 1927; and 2nd Lieut. Charles D. Fator, 9th Bombardment Squadron will soon leave for the land of the swaying palms and Ukeleles.

Orders for foreign service caused considerable changes in the enlisted personnel of the Group. Tech. Sgt. Glenn Freshwater of the 70th left for the Hawaiian Department. His replacement, Tech. Sgt. Charles G. Helsel, already reported for duty with the 70th. Staff Sgt. Horace Ackerly, 31st Bombardment Squadron, left for the Philippines on the February 4th Transport as replacement for Staff Sgt. Tyrus Holmes.

#### Mather Field, Mills, Calif., Feb. 1st:

Mather Field is obliged to report a faint scratch or two on a record hitherto almost perfect. Two recent crashes resulted in major damage to one BT and less serious damage to a P-12. The BT lost its undercarriage and wings when the motor quit cold over the marshes near Rio Vista, Calif., and the pilot, in a 35-mile-an-hour wind, was forced to sit the ship down cross-wing in the only field available. Neither the pilot, Lieut. Kelly, nor Lieut. Jacobson, his passenger was injured.

For a month following the destruction of the Officers' Club by fire, the officers of the Post ate at the Squadron messes; and, probably because they felt that there was nothing to be done about it, appeared very satisfied. Now, however, the Officers' Mess is re-established and Lieut. Kroeger, in charge, advises that the griping has started already - also that the officers are all gaining weight.

The 55th Squadron regrets the absence of its Commanding Officer, Lieut. C.E. Crumrine, who is undergoing major overhaul at Letterman General Hospital. Examination revealed that very few parts require replacement, and, with one exception, the Squadron hopes to see Lieut. Crumrine back on the line soon. The exception is a bright young officer who was so unfortunate as to nose over when forced into a soft field by heavy fog. The ship involved was the particular pride and joy of the squadron commander and its pilot is not at all anxious to see his C.O. before the airplane is reconditioned.

The 77th Squadron has been devoting the few hours allotted to it largely in experimentation with the various theories which concern the attacking of Pursuit units by Pursuit. These flights, while not offering definite proof of the superiority of any single theory, do foster those arguments and debates which are

both essential and conducive to an intelligent application of military principles, and the peace and contentment of a command.

On Jan. 23d, the 80th Service Squadron received another trophy to add to its collection, won by defeating the other squadrons of the 20th Pursuit Group in the Annual Field Meet, on Nov. 28th, 1931. Maj. Tinker, Commanding Officer of Mather Field, presented the cup.

San Antonio Air Depot, Duncan Field, Texas, Jan. 14th:

Air Corps officers visiting this Depot Jan. 5th, to attend the regular monthly conference for coordination of Air Corps supply and engineering matters in the Depot's Control Area were Capts. S.J. Idzorek, E.M. Morris, Alfred Lindenburg, and 1st Lieut. J.J. O'Connell from Ft. Crockett; Capts. C.E. Giffin, Raphael Baez, Jr., and 2nd Lieut. L.W. Ott from Brooks Field; Capt. George W. Polk, Jr. and 1st Lieut. H.A. Bartron from Randolph Field; and 1st Lieut. R.G. Harris from Kelly Field.

On Jan. 6th-7th the Depot enjoyed a brief visit from Maj. Carl Cover, Air-Res., of the Douglas Aircraft Co., Santa Monica, Calif., who stopped overnight en route ferrying a Douglas Amphibian to the East Coast.

Lieut. L.S. Webster left Jan. 7th for 15 days' leave, visiting in the East.

The annual inspection of this Depot was begun Jan. 11th by Lieut.-Col. Guy Kent, I.G.D., of Hqs., Eighth Corps Area, Ft. Sam Houston.

Maj. C.L. Tinker, Commanding Officer of Mather Field, Calif., called at the Depot for a pleasant informal visit on Jan. 11th.

Capt. F.H. Murchison, Air-Res., and 1st Lieut. R.H. Cooper, A.C., were visitors here Jan. 13th and 14th, from Hensley Field, Dallas, Texas, on cross-country in an O-19.

Lieut.-Col. Fisher, our Commanding Officer, and Capt. E.V. Harbeck, Jr., of this Depot, taking advantage of the plentiful supply of quail in this section during the present hunting season, had very successful shooting over the week-end of January 9th.

During December, the Engineering Department of this Depot overhauled and repaired the following airplanes and engines: - Airplanes Overhauled: 1 A-3A, 3 A-3B, 1 LB-7, 2 O-2H, 1 O-17, 3 O-19B, 1 P-1C, 1 P-1D, 3 P-1F, 5 BT-1, 3 PT-3, 2 PT-3A, 1 C-9, Total 27. Airplanes Repaired: - 1 A-3B, 1 O-2J, 6 O-19B, 1 P-1C, 1 C-4A, 1 Y1C-14, Total, 11. Engines Overhauled: - 20 V-1150, 11 R-790, 11 R-975, 10 R-1340, 7 R-1690, 4 R-1750, Total, 63. Engines Repaired: - 3 V-1150, 2 R-790, 2 R-1340, 12 V-1650; Total, 19.

Selfridge Field, Mt. Clemens, Mich., Feb. 1st:

General Henry C. Pratt and Col. Augustine W. Robbins, accompanied by ten other officers from Wright Field, paid a visit here Jan. 8th. The General and his party made the visit an occasion for a series of consultations regarding engineering and supply matters and of inspecting the new construction on the field. The trip was made in a C-4A Ford tri-motor Transport, piloted by Lieut. H.G. Crocker of Wright Field.

Maj. G.E. Brower returned with his family from a month's leave of absence spent at the home of his parents in Brooklyn, N.Y.

The past week saw much excitement on the Post with respect to basketball, and several changes in the standings of the teams to date. The 27th Pursuit Squadron defeated the 17th, 33 to 14, and the 94th, 19 to 18, but lost to the 36th Squadron, 14 to 25. The 57th Squadron defeated Headquarters Detachment, 23 to 15, and the 36th was victorious over the 17th, score 31 to 16. The 36th Pursuit Squadron leads the Post League with six victories; the 94th won three and lost three; Headquarters Detachment and 57th Service Squadron won two and lost two; 27th Pursuit won two and lost four, and 17th Pursuit won one and lost five. At the completion of the Squadron schedule, it is planned to organize a Post team and arrange several games with good civilian and Army teams.

Under the direction of Maj. George H. Brett, Post Commander, organized athletics and exercise are now being participated in by all the officers of the Post. Four handball courts were built in one of the old hangars, and intense interest is being displayed in handball and squash.

The bowling alleys in the basement of the 36th Squadron barracks were completely renovated and re-equipped, and a number of officers are becoming adept at knocking down a lot of pins all at once. High scores noted and authenticated to date were made by 2nd Lieuts. James O. Guthrie, Res., 236; Norris B. Harbold, V-6241, A.C.

A.C., 235; Capt. J. Van Ness Ingram, Q.M.C., 230; Lieut. Harry G. Armstrong, M.C., 220, and Capt. H.S. Farish, Finance Dept., 205.

A number of officers are also participating in basketball. Squadron teams for officers were organized, and it is reported that an unusual amount of exercise can be obtained in one of these games. Standings to date are as follows: 94th Pursuit, won three; 27th and 36th Pursuit, won one, lost one; 17th Pursuit, lost three.

Orders were received promoting Lieut. Harry A. Johnson to the grade of Captain. He has been on duty at Selfridge for nearly four years, and during most of his tour was in command of the 94th Pursuit Squadron.

Capt. Hugh A. Bivins and Lieut. Lyman P. Whitten, accompanied by Mr. Richards and Tech.Sgt. Xura L. Horn, all from the Office, Chief of the Air Corps reported to the Field, Jan. 23d to conduct the regular technical inspection due at that time. Lieut. Whitten and Sgt. Horn were ordered to return to Washington soon after arrival, but Capt. Bivins and Mr. Richards remained to conduct the inspection of records and airplanes.

17th Pursuit Squadron: The New Year opened quietly, but it wasn't many days (nine to be exact) before events of major importance occurred. In the first place, Capt. Ross G. Hoyt, our Commanding Officer, returned from his long sick leave and took firm hold on the tiller. Two days later, Lieut. J.S. Griffith returned from leave and took over his job as second in command and Operations Officer. It wasn't very long before the boys of the 17th were opening their sleepy eyes and taking new note of their surroundings - and the time of the day. The Squadron rolled up its collective sleeves and prepared for a 1932 of accomplishment.

But already a member of the 17th stole a march on the New Year. At the very end of 1931, our own Tex (PT) Coolidge deserted our bachelor ranks and took unto himself a wife. In honor of that noteworthy event and in order to welcome the charming new Mrs. Coolidge, and also to speed the departing Bobby Burns and Van (Van) Auken on their way to Hawaii, Capt. and Mrs. Hoyt entertained members of the Squadron at their quarters shortly after the New Year. We were sorry to see Bobby and Van go away.

On Jan. 13th, the first of the new P-6E's arrived from Buffalo, addressed to the 17th. The ship hadn't been on the field five minutes before the entire 17th was out to see its new flying contraption, and many and varied were the comments to be heard. "It looks nice", was the cautious approval to be heard from pilots, while the mechanics looked dubiously at the pants on the wheels (they look like eggs) and wondered if they would clog with mud easily. However, Jack Jacobs, our new Engineering Officer from the 57th, soon reassured them on that point and many others. Shortly thereafter, Putt, Strung and Mason went to Buffalo to get some more of the P-6E's, and we had enough so that everybody could try one out and see if they really would go 200 miles per. In several more weeks we should have enough of the new ships so as to start on squadron formation work - we hope.

Two members of the 17th, Ryan and Jacobs, were lucky enough to be sent to Seattle to ferry some of the new P-12E's. They carry our regards to all our friends they will see on their stops at March Field and San Antonio.

Two personnel changes occurred recently. Blanchard was transferred to the 94th, and Sillin came to the Squadron from the 27th. This was in line with the policy of having the right balance of junior and senior officers in every squadron on the field. The 17th was slightly overburdened with "members of the younger set", and needed a little more rank in its midst.

27th Pursuit Squadron: With the recent allotment of additional flying time to Selfridge Field, the 27th Pursuit Squadron dusted off its doughty P-12's that were pawing at the curb the last several weeks, ended the month in a burst of tactical flying that seemed like the proverbial "good old days" and materially improved squadron morale.

Moderately good weather proved the rule; each pilot put in several hours on rendezvous, attack or radio missions. The month ended with several officers being sent on individual cross-country missions, the first in many weeks.

Capt. R.C.W. Blessley, Squadron Commander, 2nd Lieuts. George F. Smith and Francis H. Griswold left late in the month with a party of about a dozen officers from Selfridge Field proceeding by rail to the Boeing plant at Seattle, Wash., to ferry to Selfridge the first consignment of P-12E's. A total of 22 of the new Boeings are due here by the last of February, all of them slated for the 27th, to replace the P-120's with which the squadron now is equipped.

Lieuts. Ray Allemang and Jack Swain returned from the Curtiss plant.

Buffalo, from which they ferried two of the new P-6's.

2nd Lieut. Edwin R. French was recently transferred to the 17th Pursuit Squadron from the 27th.

Officers of the 27th continue to play a fair brand of dub basketball in the post exercise plan and so far have won three games and lost only one. The players have worked themselves up into that fine state of physical perfection wherein each can play nearly an entire quarter without relief in the form of time out or substitution.

36th Pursuit Squadron: On January 26th Capt. E.C. Whitehead, Commanding Officer of the 36th Pursuit Squadron, accompanied Lieuts. Egan, Wilson, Vaupre and Hegy, this squadron, departed for Seattle, Wash., to ferry back the first of the new Boeing P-12E's allotted this station.

94th Pursuit Squadron: All the members of the 94th Pursuit Squadron were sorry to hear of Lieut. Flint Garrison's transfer to the 57th Service Squadron here. None of us hold a thing against the 57th Squadron, but we just hate to lose Flint. Lieut. Garrison recently graduated from the Air Corps Technical School and this transfer gives him a chance to use his training as an Engineering Officer to good advantage.

Needless to say, we are all glad to see the Captain's bars resting so proudly on the shoulders of "Skipper" Harry A. Johnson, our C.O. We began to think that the promotion list was a thing of the past, but it did come through in a pinch and slide forward a bit. All the officers and men in the squadron congratulate him and wish him a happy married life, (I beg your pardon, we are congratulating him on his captaincy instead of on a marriage). Well, even at that, we wish him a happy married life.

Just a day or two after Lieut. Garrison transferred from the squadron, Lieut. P.W. Blanchard, regular officer in the last class from Kelly, transferred from the 17th Pursuit Squadron to 94th.

Recently some very attractive enlargements of Air Corps formations and activities were received by 94th Pursuit Squadron and these were framed, and hung on the walls of the "Rec" room. They make interesting decorations for the room, and also in conjunction with war-time pictures hanging there, add considerably to the records of the squadron history.

"Just a bit of bragging, perhaps, but just try us and see", say the officers on the 94th Pursuit Squadron basketball team. At present the laurels for victorious and glorious combat are irresistably drawn toward that squad of doughty warriors who so fearlessly carry the colors of old 94th in battle. The team is composed of Lieuts. Auton, Baker, Coleman, White, McCoy and Schlanser. Their challenge is as follows: "Come one, come all, throughout the Air Corps." (Why not take 'em up on that and see what happens?)

57th Service Squadron: Several new P-6E's were ferried to this station and, after preliminary testing by this squadron, were turned over to the various squadrons. The new Berliner - Joyce P-16 is about ready for issue to the service and we expect to have one or two very shortly.

Lieut. Flint Garrison was assigned to this squadron and will act as Engineering Officer. Lieut. Paul M. Jacobs was transferred to the 17th after long and valuable service in this squadron.

The new N.C.O. Quarters were completed, so the married N.C.O.'s are having a time moving their furniture and arranging their new houses.

#### PARACHUTES IN TRANSPORTS

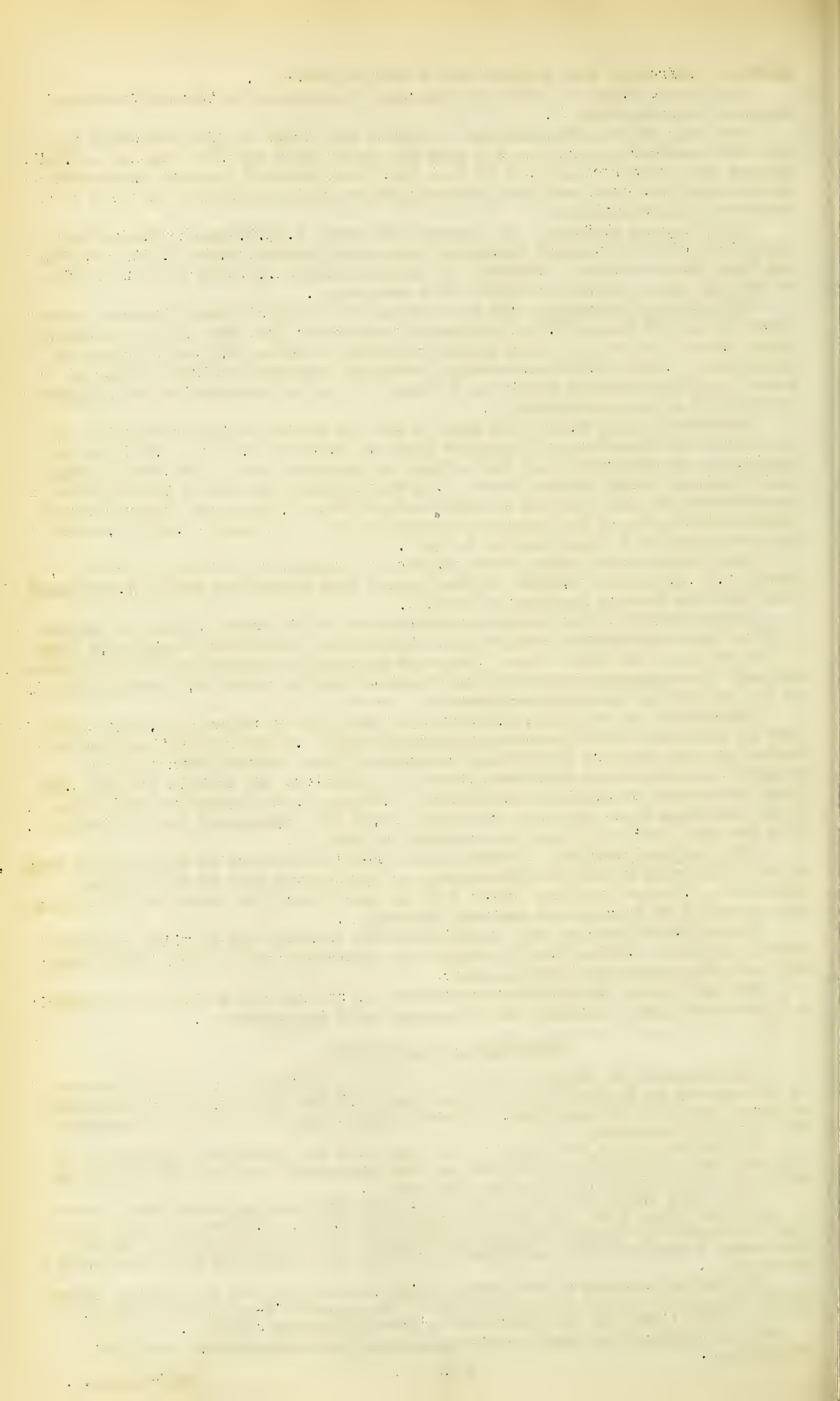
The attention of members of the Air Corps is invited to a bill introduced on February 3d by Representative Celler (Dem.) of New York, requiring commercial airplane operators to equip their aircraft with a parachute for each passenger and member of the crew.

Mr. Celler called attention to the fact that all pilots and passengers in Army and Navy airplanes are required to wear parachutes and that this practice should be carried on in commercial aviation.

"From 1919 until the end of 1931 more than 700\* persons saved their lives by parachute jumps from Army planes" states Mr. Celler. He mentions the military Air forces of foreign powers requiring the use of parachutes and states that Knute Rockne and his companions could have been saved had parachutes been provided.

No mention was made of the cabin 'chute developed by the Air Corps. Those interested in the matter might read "Would You Jump?" - Popular Aviation, September, 1931: "Death by Air Transport" - Forum, February, 1932.

\*Roster "Caterpillar Club" gives 433 members from the services and civil aviation.



# AIR CORPS



## NEWS LETTER

ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

March 15, 1932

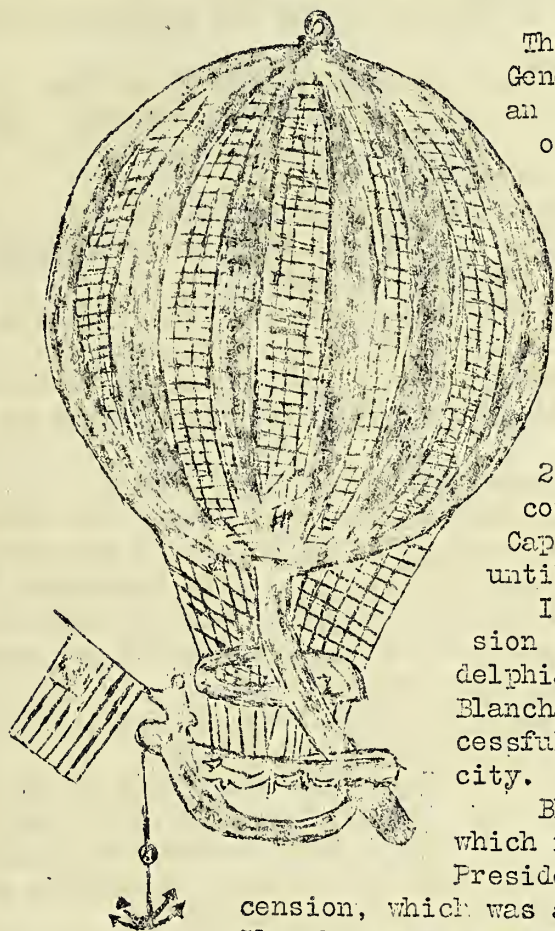
Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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### GENERAL WASHINGTON ENCOURAGED AERONAUTICS



The Bicentennial Celebration of the birth of General George Washington has tended to create an incentive among professional writers and others to unearth all possible incidents connected with the life and career of the Father of his Country. Along with this new flock of historians, who have sprung up almost overnight, the News Letter editor also caught the fever and started delving into various books and documents in an endeavor to discover if the subject of aeronautics had ever been brought to the attention of the great American, whose 200th birthday anniversary has been made a continuous celebration in the Nation's Capital, starting February 22nd and continuing until next Thanksgiving Day.

It is recorded that the first balloon ascension in the United States took place at Philadelphia on January 9, 1793, when Jean Pierre Blanchard, intrepid French aeronaut, made a successful ascent from the Prison Court in that city.

Blanchard arrived in America under auspices which resulted in his being presented to President Washington. On the morning of his as-

ension, which was advertised as his 45th aerial flight, Blanchard was presented by the President with a "Passport"

recommending him to whomever he might meet during his ascent, descent or afterward. In the advertisement covering this flight it was stated that it was fixed positively for Wednesday, January 9th, weather permitting; that those who have subscribed on the blank subscription cards distributed thro' the city, are requested to send them to Oeller's Hotel, and those who wish to subscribe, may apply at the same place, until the 3rd of January, inclusively. Price of subscription, Five Dollars.

The "Passport" given Mr. Blanchard read as follows:

"GEORGE WASHINGTON, President of the United States of America,

To all to whom these presents shall come.

The bearer hereof, Mr. Blanchard a citizen of France, proposing to ascend in a balloon from the city of Philadelphia, at 10 o'clock, A.M. this day, to pass in such direction and to descend in such place as circumstances may render most convenient - These are therefore to recommend to all citizens of the United States, and others, that in his passage, descent, return or journeying elsewhere, they oppose no hindrance or molestation to the said Mr. Blanchard; And, that on the contrary, they receive and aid him with that humanity and good will, which may render honor to their country, and justice to an individual so distinguished by his efforts to establish and advance an art, in order to make it useful to mankind in general.

Given under my hand and seal at the city of Philadelphia, this ninth day of January, one thousand seven hundred and ninety three, and of the independence of America the seventeenth.

Signed GEORGE WASHINGTON."

The President, many of his Cabinet, a large number of members of both Houses of Congress, and a vast assemblage witnessed this epochal event in Philadelphia

(then the Nation's Capital). The whole town turned out - people came from miles around.

Blanchard's balloon was in process of inflation with hydrogen gas for an hour or more. Cannon fire had echoed at intervals from dawn of day - the final discharge coming just as the aeronaut left the earth. A band of music enlivened the occasion. At ten o'clock all was in readiness. Blanchard bade Washington farewell.

Then "the Bold Adventurer" sprang into the boat-shaped balloon car, with its gilt spangles glistening in the sun against a brilliant blue. His balloon was of a bright yellow varnished silk, and Blanchard wore a plain blue suit and a cocked hat with a white feather. The band played slow music. As the balloon began to ascend, the throng was absorbed and still. Then the throng burst into a great cheer. Blanchard doffed his hat and waved the Stars and Stripes and the colors of the French Republic.

The squares and streets of Philadelphia and the nearby roads were packed with people; housetops, and even steeples, were black with humanity. Blanchard, rising in his balloon, looked down upon an immense sea of faces of men, women and children alight with intense and enthusiastic interest.

Blanchard's aerial voyage lasted about three-quarters of an hour. The balloon rose rapidly and immediately began drifting toward the southeast, soon crossing the river into New Jersey - at 20 miles an hour.

Picking up the story at this point from the columns of "The Federal Gazette and Philadelphia Daily Advertiser," of January 10, 1793, it is stated:

"Anxiety for the safety of the Aeronaut was painted on every face from the time the citizens lost sight of him, and various were the conjectures as to the place where he would descend.

About half after 6 o'clock last evening we were happy to meet Mr. Blanchard again in this city going to pay his respects to the President of the United States. He informed us, that his aerial voyage lasted forty-six minutes, in which time he ran over a space of more than 15 miles and then descended a little to the eastward of Woodbury in the state of New Jersey - where he took a carriage and returned to Cooper's ferry - and was at the President's, as we have already mentioned at half past 6 o'clock last evening."

In Blanchard's book, reciting his experiences in America, he alludes to the receipt of the "Passport" from President Washington, as follows:

"I then received from the President the most flattering mark of his good will in the passport which he was pleased to deliver to me with his own hand. I never felt the value of glory so much as I did in that moment, in the presence of a Hero, whom she had constantly attended at the head of armies, and with whom she still presided over the councils of his country."

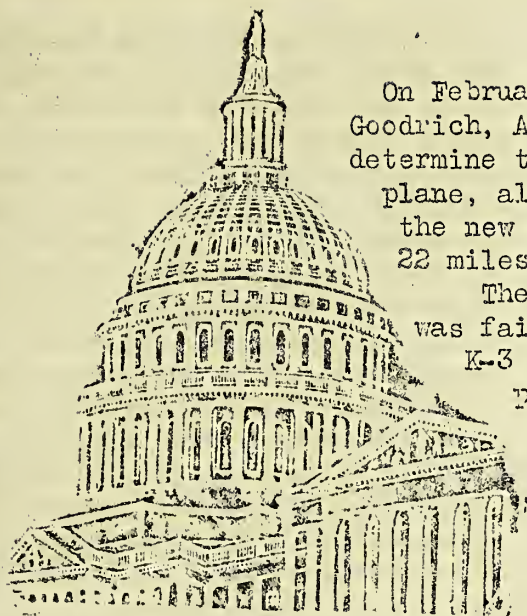
Describing his balloon flight and what transpired after he landed, Blanchard said that, meeting a citizen and relating the circumstances connected with his presence at that place, he showed him his passport. That individual beckoned to several persons, saying: "He has a certificate from our Washington, he has shewn it to me; but as I cannot read, come here and read it." Blanchard then goes on to say: "While these picturesque scenes were acting, I saw two women and several men on horseback arrive, who expressed as much pleasure as surprise, to see me thus in the midst of my colossal apparatus, which I was busy to arrange and put in order, for the purpose of facilitating its carriage. I could not, nor did I know how to answer all the friendly questions which they asked me; my passport served me instead of an interpreter. In the midst of a profound silence was it read with a loud and audible voice. How dear the name of Washington is to this people! with what eagerness they gave me all possible assistance, in consequence of his recommendation!"

Delving further into early aeronautical history in America, it is learned that the first balloon to be seen in this country was exhibited by Dr. Foulke, who lectured on the subject at the University of Pennsylvania, May 17, 1784, when he invited General Washington to attend. The first attempted ascent of an aeronaut is that of Joseph Decker, from England, when his balloon was burned during inflation in New York, August 14, 1789.

Blanchard came to America after his celebrated crossing of the English Channel with Dr. Jeffries, the American. Intense interest was shown in these events by Washington, Adams, Jefferson, Madison, Monroe. It created wide discussion among Alexander Hamilton, Aaron Burr, Patrick Henry, John Hancock, Henry Clay, John Randolph, John Marshall and Paul Revere - and men who were building the new Republic.

## MY EXPERIENCE IN HIGH ALTITUDE PHOTOGRAPHY

By Master Sergeant Andrew E. Matos,  
Bolling Field, D. C.



On February 16th, I accompanied 1st Lieut. David W. Goodrich, Army Air Corps, on an experimental flight to determine the ceiling of a Fairchild Photographic airplane, also to obtain photographs showing the Capital, the new Mt. Vernon Boulevard and Mt. Vernon itself, 22 miles away.

The visibility from the photographic standpoint was fair. A service type K-3 camera was used with K-3 filter and super-sensitized speed film. The plane was serviced with 84 gallons of gas, and two tanks of oxygen with pressure of 1750 pounds in each. A centigrade thermometer with large figures was fastened on the strut. At 11:30 a.m., when we left the ground, the temperature was 38 degrees, and it fell to about 15 degrees below zero when we reached an altitude of 23,200

feet, at about 2:30 p.m.

The first 10,000 feet was made in 15 minutes, but it took 45 minutes of hard struggling to make the last 500 feet. Breathing oxygen from an ice-cold tank was like eating ice. The camera was frozen and very hard to operate.

The exposures were made about 2:30 p.m. As this was late for the time of year and there was considerable haze, the negatives were rather flat, somewhat under contrast. The results obtained, however, were very satisfactory. Six vertical photographs were made at three-minute intervals and, according to the overlap on photographs, the ship was making very little headway. There was a 90% overlap. We estimated that a 70 to 80-mile head wind was blowing.

Although there were solid blankets of haze restricted to certain areas, we could, from the height attained over the city, look beyond Baltimore and as far as Leesburg in the mountains to the northwest, and down the Potomac about sixty miles away, the Chesapeake Bay.

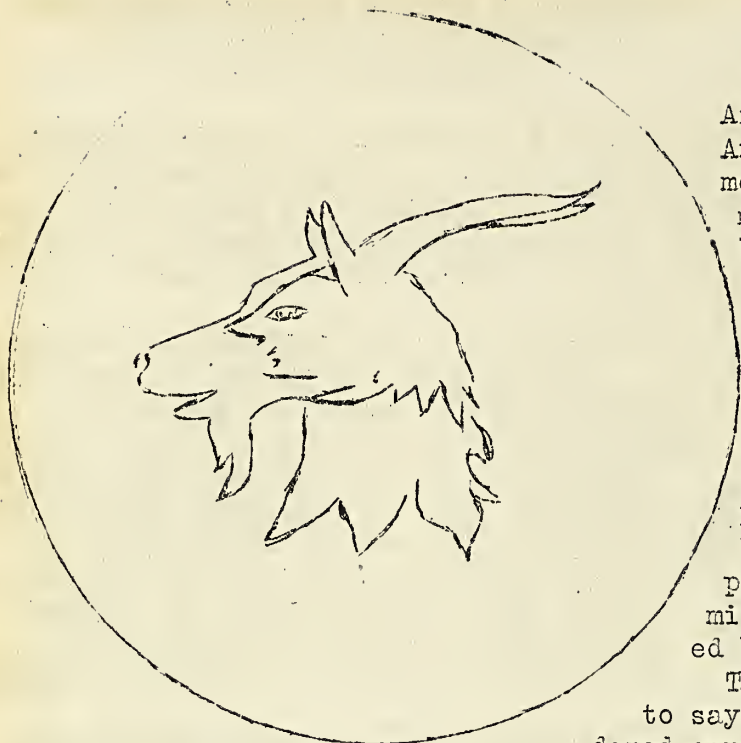
One of the greatest difficulties encountered in taking the photographs was the handicap imposed by the short length of tubing connected to my oxygen tank. It was less than a yard long, and it was almost impossible to move from the back of the plane to the front in taking obliques and verticals. It was also difficult to keep the mouthpiece from slipping out due to the excessive chattering of my teeth from the intense cold.

When making the last strip of photographs over the main part of the city, the left gasoline tank went dry and the motor stopped roaring, idling very slowly. For the moment I forgot my camera and turned my eyes toward the front of the plane. Usually in such cases Lieut. Goodrich's movements are very quick, but to my surprise he seemed to be moving very slowly, much the same as an actor on a screen in a slow-motion picture. Apparently his vitality was lowered by the rarefied atmosphere. Finally, he succeeded in pulling the throttle back, but it took both of his hands to turn the switch to the center tank. Immediately the motor started roaring again, and another photograph was made which, when compared with the others in scale, showed we had lost 2,000 feet altitude in these few seconds - quite in contrast to the hard struggle we had undergone to gain the last 500 feet.

After being in the air three hours, my supply of oxygen was nearly exhausted, so when Lieut. Goodrich motioned to me to take more photographs I had to point to the dial which registered only about 300 pounds left in the oxygen tank. About twenty minutes later, when we reached the ground, we found to our surprise that, on comparing the oxygen tanks, Lieut. Goodrich had used about a third of his supply of oxygen, while mine was nearly gone. This was no doubt due to the fact that I consumed mine at a faster rate because of my moving about, lifting the heavy camera, opening windows, etc.

While in the air I felt a burning sensation in my stomach, due probably to a very light breakfast and no lunch, and I had a severe headache for some hours after landing. But we suffered no serious ill effects from the experience, cold as it was, and are well pleased with the results of our first experiment in high altitude photography.

GOAT INITIATED IN THE ORDER OF  
ARMY AIR CORPS INSIGNIA



Insignia designs thus far adopted by Air Corps organizations of the Regular Army, and approved by the War Department, depict such animals as a kicking mule, a leaping tiger, sea horse, buffalo, gruma, wolf, beaver and monkey. This collection of four-footed creatures was recently augmented by another one which figures rather prominently in several slang expressions - a goat. The design reproduced to the left was submitted by the 62nd Service Squadron, Brooks Field, Texas. It was selected after both the commissioned and enlisted personnel of this organization had submitted designs, and was recently approved by the War Department.

The News Letter Correspondent goes on to say that the goat head design is considered especially applicable, since a Service Squadron bears the brunt of much of the utility work at an Air Corps station; also because the goat is noted for its ruggedness, its ability to exist in almost barren areas, its stamina in undergoing hardship, its agility and, under provocation, its ability to fight and fight well.

The 62nd Service Squadron is a war-time organization, although it experienced no service overseas. First organized at Mitchel Field, N.Y., as Air Park No. 7, it was transferred to Carlstrom Field, Arcadia, Fla., and, upon the removal of the Air Corps Primary Flying School to Brooks Field, Texas, it accompanied the School. In July, 1923, the name "Air Park No. 7," was changed to 62nd Service Squadron. The insignia just approved becomes the permanent identifying mark of the Squadron. Captain Louis R. Knight commands the organization, and other commissioned members thereof are 2nd Lieuts. Louie P. Turner, Assistant Transportation Officer of the Post; I.W. Ott, Assistant Post Engineering Officer; and E.H. Rice, E. & R. Officer and Adjutant of the Squadron.

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PURSUITERS START OUT ON SKIING EXPEDITION

Six pilots of the First Pursuit Group, Selfridge Field, Mich., (Captains Blessley, Ballard, Lieuts. Hodgson, Olds, Ramey, MacDonald) and two members of the Materiel Division, Wright Field (Lieut. A.R. Crawford and Mr. Bosler) took off recently on a mission with the purpose in view of finding snow and testing recent landing skii developments. The principal object of the trip was to make a general comparison between wheel skis and skis without wheels, and having done this to determine the best skii of the several types submitted.

Arriving at Madison, Wisconsin, on the afternoon of Feb. 18th, the airmen spent the night there and took off the following morning for St. Paul, Minn., to begin the tests. In several respects the snow conditions around St. Paul were ideal for such a test. All normal snow conditions, except very deep snow, were encountered, and some snow as deep as 18 inches was found on sheltered frozen lakes. All types of skis were found to be successful in varying degrees. In spite of their small bearing surface, the wheel skis proved to be entirely adequate for landings and take-offs in all conditions of snow. Their drag on the surface is somewhat greater than flat skis, but, of course, their value is felt when any bare ground is encountered.

The expedition remained in the vicinity of St. Paul and Minneapolis for about five days and returned to Selfridge Field via Chicago. The trip was made with no serious mishap and was successful in its mission.

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"Page Captains A.F. Hegenberger, Wendell Brookley and H.R. Wells," says the Materiel Division News Letter Correspondent, and then adds: "On second thought, better page them as Lieutenants, as they may not recognize their new titles."

## NAVAJOS GRATEFUL TO THE AIR CORPS

"At a time when many pointed references are being made to the Army as 'a costly and useless implement of destruction,'" writes the March Field Correspondent, "it was recently the privilege of the 11th Bombardment Squadron to add to the already lengthy list of 'Things The Army Does Besides Fight.' On January 16th, six Curtiss Condor Bombers under command of 1st Lieut. C.H. Howard, of the 11th Bombardment Squadron, left March Field for Winslow, Arizona, under orders to report to the Supervisor of Indian Agencies for the Navajo Reservations in that section. The work they accomplished is by now well known to even a casual newspaper reader. In a period of five days, close to 40,000 pounds of bulk food was distributed to an estimated 20,000 Navajo Indians, who were facing starvation because of the fact that unprecedented heavy snows had blocked all roads for many weeks. During the period Jan. 17th to 22nd, the planes covered sections of four States: Arizona, New Mexico, Utah and Colorado, as they penetrated the farthestmost recesses of the reservations under the direction of guides from the Indian Headquarters at Winslow and Holbrook.

Indians of the Black Mountain and Navajo Mountain regions had their first opportunity to see an airplane at close range, when the huge Condors with 100-lb. sacks of rations hung on the bomb racks and packed in the nacelles, swung low over their villages and 'hogans,' circled over the 'target' and dropped their ration bombs. 'Chity Nah Tiagie,' they must have shouted to each other, the Navajo words for airplane-chug, chug, overhead. It is possible the Signal Corps could get some pointers from our 'primitive brethren,' inasmuch as it was pointed out that even in the most snowbound and remote villages, where all means of communication was apparently cut off, word that the 'Father in Washington' had sent food with his 'automobiles in the air' had spread over the Indian Grapevine Telegraph.

The moment the planes appeared near most villages, crowds of Indians poured in the open to wait for the Army's 'flying bread line.' The six ships engaged in the mission flew approximately 15,000 miles during the mission and covered an area of approximately 20,000 square miles in their search for the stricken Navajo villages. The temperature during the entire period was close to the zero mark, which necessitated night crews to keep the motors turning over hourly."

"The Navajos never tire of telling of their emotions when they saw the big Army planes flying over their country, and particularly when they became aware that food was being dropped," writes Mr. John G. Hunter, Superintendent of the Southern Navajo Agency, Fort Defiance, Ariz., to Lt.-Col. Henry H. Arnold, Commanding Officer of March Field, Riverside, Calif., in expressing his gratitude to the Army Air Corps for its cooperation in a grave emergency.

Mr. Hunter states the prompt and efficient service rendered by the 11th Bomb. Sqdn. relieved much distress, the Navajos stating they were not only greatly helped by the food dropped from the planes, but also felt assurance that the Government was doing, and would do, anything possible to help them.

The remaining portions of Mr. Hunter's letter are quoted below, as follows:

"The Navajo Indians and the friends of the Navajos are very grateful for the services rendered by the 11th Bombardment Squadron in delivering food supplies to the needy people of their snow-blocked country, and it is the purpose of this letter to state conditions which led up to the request for these services, and to express appreciation in behalf of the Southern Navajo jurisdiction for the assistance given.

The weather experienced in this country during the past sixty days has been unprecedented in severity. One snowstorm followed another, with the result that roads to a great many sections were kept completely blocked for such a long period of time that the supplies of the Indians, and also the supplies of the traders, were practically exhausted. During this entire time this Agency had three Caterpillar tractors, each equipped with a snow plow, operating almost continuously, but almost as fast as the roads were opened they were blocked by drifting snow or by additional snowfall. Owing to the extreme isolation of many Navajo communities, together with distances ranging from 10 to 150 miles from base of supplies, the conditions described culminated in the crisis which prompted the request of the Commissioner of Indian Affairs for aid from the War Department.

Lieut. Howard, the officers and enlisted men of his command, are deserving of highest praise for the conscientious and tireless effort put forth by them, and for the outstanding success which they achieved in attending the business of their expedition. I never witnessed greater efficiency than was demonstrated by the 11th Bombardment Squadron. My association with the members of this Squadron shall remain as one of the high points of my life, and shall cause me to more fully appreciate the Air Corps of the United States Army and the principles and standards of conduct and efficiency which this organization maintains, and I may safely state that this sentiment is shared by every one with whom they came in contact while in this section of the country.

The activities of the 11th Bombardment Squadron will ever be an important part of the history of the Navajo Indians, which tribe now numbers more than fifty thousand souls. They will always cherish in their memories the timely assistance given, and will much more thoroughly appreciate the United States Army and the Government for which it stands."

Asserting that he never worked with a finer or more systematic and agreeable bunch of men than those of the 11th Bomb. Sqdn., Mr. C.L. Walker, Superintendent of the Western Navajo Indian Agency, Tuba City, Ariz., in a letter to the Com-

manding Officer of March Field, adds that from Commanding Officer to Private they showed that they had the interest of their work at heart, and were capable in every respect. They were on the job constantly, and the organization worked perfectly."

The official report of Lieut. Charles H. Howard, commanding the flight of planes from the 11th Bomb. Squadron, which participated in relief operations over the Navajo and Hopi Indian Reservations, was recently received by the Chief of the Air Corps. Although the last issue of the News Letter touched upon the splendid work performed by this relief expedition, Lieut. Howard's report is of such unusual interest as to justify full quotation thereof, viz:

"a. Reference to a map of Northern Arizona will show the areas covered by the Western and Southern Navajo Reservations. It will be noted that this area completely encompasses the Hopi Reservation.

b. The snow line extended from a point about thirty miles north of Winslow where the elevations are some 500 feet above that point. Eastward the snow line began about Holbrook and the ground was completely covered in the entire eastern area. The snow became deeper as the altitude increased, there being in all areas a marked difference in depth on the wind-swept mesa and the valleys and canyons. Long parallel drifts on the open areas gave testimony to the violence of the blizzards. It was noted that the unsheltered hogans had a definite open pathway entirely surrounding the structure. At first glance it was thought to be a path cleared by the Indians, but investigation proved it to be an aerodynamic phenomena due to the extremely high wind velocities. Hogans in the valleys were entirely snow covered.

c. The number of snow-bound Indians in the Western Reservation was estimated at some five thousand, while in the Southern area there were some sixteen thousand. It will be seen that the Western area is very sparsely settled. On this account, two ships were assigned to this area and four to the Southern.

d. The problem was not only one of food dropping, but of locating the proper place. This information was known only to the Indian agents and their associates who acted as guides. Mr. C.L. Walker of the Western Area, and Mr. J.G. Hunter of the Southern Area, rode every mission and much credit is due them for keeping going under extremely uncomfortable flying conditions. The proper distribution of food was possible only through their intimate knowledge of the country. Altho many places bore names on the map, they actually consisted in many cases of only a single hogan or house.

e. This condition is characteristic of the Navajo Indian. He, it was understood, is essentially a nomad, living and moving with his flock. He is independent and in many cases the nearest neighbor was from one quarter to a mile away. The hogan is a semi-spherical dwelling of mud and sticks, with a smoke hole in the top and a door opening to the east. Each hogan had its sheep corral of vertically placed posts, and in many cases the only trail visible was between hogan and corral. This mode of life is in distinct contrast to the Hopi Indian, who is a village dweller and an agriculturist.

f. In searching such areas for needy Indians, it was the Indian Agent's familiarity with his district that enabled the planes to drop food at the proper hogan. It being impossible to drop a sack at each hogan, the community center or hogan of the local head man was chosen as a distributing point to which the Indians could break trails. In several instances, localities which usually have a number of families were found deserted, so search was necessary to find where they had moved to escape the severe storms.

g. In anticipation of dropping rations in burlap sacks, half of each bomb bay had been floored with the idea of having a man heave the loads out on signal from the pilot. Bulk and inconveniences immediately showed this to be a poor arrangement. In anticipation of the possibility of using the bomb racks as carriers, Lieut. John S. Mills, Squadron Armament Officer, had carried a full complement of bomb shackles, and these solved the problem.

h. The ration as made up by the Indian authorities consisted of the following articles and amounts: 48 lbs. Flour, 10 lbs. Sugar, 4 lbs. Salt Pork, 10 lbs. Coffee, 2 lbs. Baking Powder, 10 lbs. Beans, 10 lbs. Dried Fruit.

A sample bag of these articles was made up in a burlap bag and dropped at low speed and altitude on the airdrome and instantly disintegrated. On the next attempt, each article was placed in a burlap bag, tied, and the whole placed in a larger sack. This was bound much as a blanket roll is roped, with two bands around the diameter. The bomb shackle was hooked to these latter ropes and the bag hung on the rack. It was found possible to place ten such sacks in each bomb bay, leaving very little free space, however. The total weight of each bag averaged 98 pounds, making a bomb load of roughly 1,000 pounds. Of all the lots dropped, not to exceed four burst open, and in these the inside sack saved the contents. The depth of the snow aided materially in preventing destruction.

i. Due to the fact that no landings were made on these missions, little direct contact or information was received from the Indians. Their reactions could be judged only fleetingly by the pilots. In one instance, a drop was made in an extremely isolated spot about 30 miles west of Cameron on a high plateau. On the approach of the plane, an Indian woman came out of the hogan to observe. As the ship came in and dropped several sacks, she was back into her house in one dive and no more was seen of her. This was the only instance where fear was shown. On a later drop in the Painted Desert Region, near the junction of the Little Colorado and the main stream, an Indian seemed to sense the coming of

of food and waved his arms vigorously as if to attract attention, finally getting out a blanket and waving that. After the first bag was dropped, the whole family came out making several desperate but futile attempts to retrieve the sacks before the next round of the plane, but running to safety without their food. This hogan was the only one for several miles in a desolate and isolated spot, so near the edge of the canyon of the Little Colorado, that at each pass the pilot found himself out over a canyon with 3,000-foot vertical sides. This whole region lay under a solid blanket of snow, ravines and gullies so filled that it looked like a flat plain. Another drop was made at a point called Copper Mine, about 30 miles east of Lees Ferry. This was made on the last day of the expedition, and a notable increase of foot trails could be seen. The drop here was made at a hogan to which all trails seemed to lead. The Indians here were very shy and hid behind walls and corral until satisfied that the last bag was dropped before venturing out to get the food. In nearly every instance after the first bag dropped, the Indians all understood what was being done, and waved their arms in apparent appreciation.

The closest contact with a real Indian came with the arrival of Mr. Clyde Lizner, one of Mr. Hunter's guides. He is a well educated Navajo and of some wealth. He watched closely the processes of loading and other incidents. That evening, he saw his name on a bulletin board and listened intently to all instructions. The next morning, he donned his flying equipment, parachute and all, without a word of instruction, climbed into the proper seat and unerringly directed the pilot to his destination.

j. As noted before, the Hopi is a village dweller and here are located the local store, and in many instances a government agency. These, in contrast to the Navajo mode of life on the plains, form a storehouse upon which the Hopi can draw in emergencies such as this. For this reason it was necessary to drop food in only two places in the Hopi country. One at Pinon, about 20 miles north of Kearns Canyon, and another at Coal Mine, a source of that fuel in the Indian country. In the Southern Navajo country, relief extended south of Gallup, New Mexico, into the Zuni country. Snowfall was heavy in this section, but constant effort had opened several of the main roads. It was in this section that last November some 2,000 Navajos, on their annual pinon or pine nut harvest, were trapped. At this time they were fed by hospitable Zunis for a long period. Strenuous work by road crews under direction of the Indian Agents made it possible to get all these Indians out without loss of life. This annual pinon harvest is not made with an idea of storage for winter food, but the crop is marketed, principally through the Fred Harvey system.

As stated before, this trip developed very little of first hand reactions of the Navajos. Reports to the government agents by telephone indicated that at such places as gatherings were possible, that deep gratitude was felt toward the 'chiti-no-tah,' or automobile that flies."

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#### CATASTROPHE FOLLOWS STARTING OF BT2A

"What with fried mice in the radio transmitter and this and that," says the News Letter Correspondent, "Mather Field is making a rare collection of natural history stories. The latest is vouched for by the officers and men of the 80th Service Squadron, but your correspondent takes no responsibility.

"Seems that in making a routine inspection of the line one day, Major Tinker singled out a BT2A of the 80th Squadron and ordered it started. Off it went, and immediately, with a cough and a sputter, died again, to the accompaniment of such a series of wails and screams as has never been heard since the Spanish Inquisition. This, at a Saturday morning inspection, was decidedly irregular; so, as soon as the mechanics could be coaxed from the hangar tops to which they had retired, an investigation was in order.

"Guided by various scratchings and small yells, some brave soldier removed the cowling over the motor and found in the carburetor air scoop a very much agitated yellow tom cat, all claws and tail, that had evidently taken refuge there from the cold night air."

The Correspondent concludes his story with the statement that the motor of the plane was not damaged but that no one has seen Mr. Thomas Cat since he faded over the horizon.

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Send in your news contributions to the News Letter on the first and 15th of the month.

RANDOLPH FIELD GRADUATES ITS FIRST CLASS

The first class to graduate from Randolph Field, the new Air Corps Training Center, numbers 101 students, comprising two officers of the Regular Army, a German Army officer and 98 Flying Cadets. These Primary Flying School graduates were transferred March 1st to Kelly Field, Texas, for advanced flying training. Their names are listed below:

2nd Lieut. William T. Hefley, Jr. C.E.  
 2nd Lieut. Russell A. Wilson, S.C.  
 Captain Eberhard F. Baier, German Army.

Flying Cadets

Wilbur W. Aring	Hubert B. Duckworth	Howard A. Moody
Carl F. Baker	Carl H. Eaker	Ralph J. Moore
Stephen A. Beck	Lloyd W. Earle	Ormond J. Mosman
Lloyd I. Belden	Scott Flower, Jr.	George M. Murchison
Jasper N. Bell	John S. Fouche, Jr.	Jesse Neal
A.J. Bird, Jr.	Frederick R. Freyer	David R. Nelson
William I. Bogardus	Thomas L. Gates	William P. Nuckols
William F. Bonnell	Clifton V. George	Walter A. Oglesby
Adrian Borchers	Marvin C. Glasgow	Byron G. O'Hara
Henry O. Bordelon	George L. Govoni	Noel F. Parrish
Aldor W. Borgers	Donald W. Haarman	Samuel V. Payne
Robert W. Brady	Olin K. Haley	Donald E. Philip
William F. Brannon	Edward N. Hamilton	Brittain H. Purser
Cedric J. Brockliss	Paul J. Hanspeter	Joseph R. Qualm
James L. Bruce	Clyde C. Harris, Jr.	Jack L. Randolph
Martin B. Cahill	Richard W. Henderson	Roger M. Reynolds
George S. Cassidy	Cecil R. Hoffman	Harold G. Richardson
Frank W. Cazier	Lewis Horvath, Jr.	Nathan F. Searles
John W. Christner	Louis R. Hughes	Moir L. Shockley
Randolph E. Churchill	Jack S. Hunt	Elton Smith
Glenn C. Clark	Wilburn R. Hunt	John P. Spake
William L. Clark	Don L. Hurst	Noble O. Sprunger
William L. Combest	Edmund L. Jackson	Fred D. Stevers
Robert E. Cooper, Jr.	Robert E. Jarnon	Henry H. Swift
Emmett J. Corrigan	Theron S. Jobson	William L. Trimble
Harry Coursey	William W. Johnson, Jr.	Marion D. Unruh
Dudley S. Cox	John R. Kane	Roy P. Ward
Homer M. Cox	Gregory F. Keenan	Ralph L. Wassell
Harry H. Culler	Lester E. Krug	Richard C. Weller
William E. Davis	David B. Lancaster, Jr.	Paul S. Woolley
Marvin C. Demler	William T. Lovelace	James T. Workman
William G. Ditzen	Howard W. Mackelcan	Steve L. Zelazo
John C. Doherty	Francis W. Matthews	

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SERGEANT COLLINS COMMENDED FOR BRAVERY

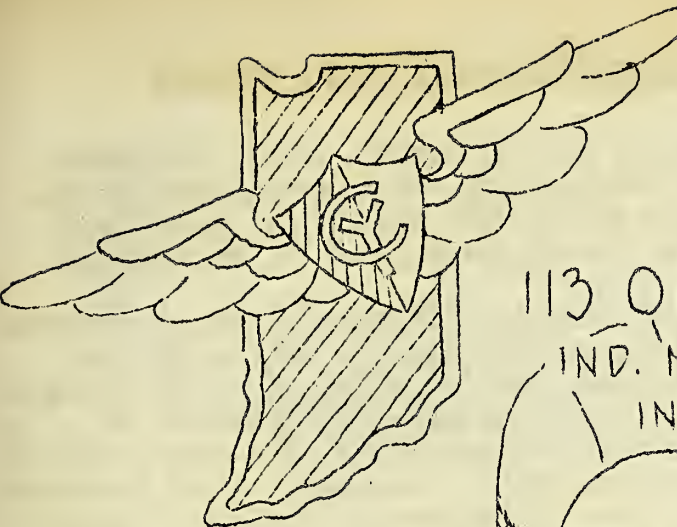
In a General Order issued at Randolph Field, Texas, Staff Sergeant William M. Collins, 67th Service Squadron, was commended for bravery. On January 25th, a gas torch broke and scattered flames far and wide in the Engineering Shop on the post, and Sergeant Collins with disregard for his personal safety, promptly put it out. The torch was being used for welding parts of an airplane and when the hose broke the tank would have blown up had it not been for Sergeant Collins' prompt action and disregard for his personal safety.

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Bolling Field is testing a new method of boundary lighting. A small one-sixth h.p. motor operates the mechanism, allowing the intensity of the lights to vary. All the boundary lights operate from field intensity downward to a low order of intensity. From a distance the lights appear as blinkers. The incoming pilot sees a field defined by blinking lights which instantly catch his eyes.

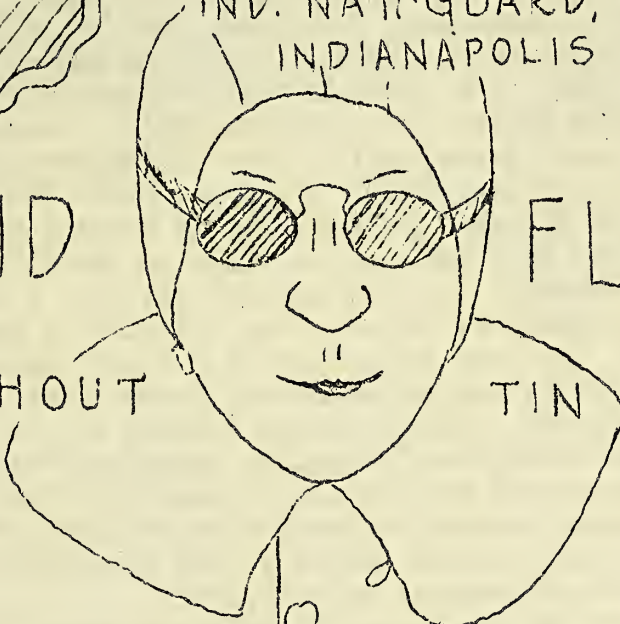
Pilots stationed at Bolling Field and those on duty in the Office of the Chief of the Air Corps flew a night mission recently, and each one reported favorably on this system of lighting the field.





113 OBSERVATION SQD.  
 IND. NAT-GUARD, STOUT FIELD,  
 INDIANAPOLIS IND.

BLIND FLYING  
 WITHOUT TIN CUPS.



In order to keep pace with the Army Air Corps training schedule, all Indiana National Guard pilots are training in instrument flying.

To make possible instrument flying, the 113th Observation Squadron, Indiana National Guard, have a sliding cover for the front cockpit on O-38B ship, adjustable in flight by the pilot.

Construction of this device consists of two 3/8" tool-steel rods running lengthwise on each side of cockpit and clamped at each end to the longerons. This acts as a track on which slides a N shaped bow made of 3/16" x 1" strap iron which has #2 length steel tubing attached to each end, which slides on the steel rods. This end bow has two handles on inside, in order to move the bow forward to rear edge of windshield. Another bow is fastened to rods at rear and made secure to cowling in front of rear windshield. A canvas cover is laced around rear and front bows and to rings along the sides, which slides on steel rods.

After taking off, the pilot slides the front bow forward to rear edge of front windshield and makes secure by flaps which are part of the canvas cover, to lift-a-dot fasteners on inside of cowling in front of windshield. This completely covers the cockpit except for a small opening in back, which permits any gas fumes which might be in the cockpit to escape, and also permits the check pilot to see the pilot at all times.

The blind flying is done at a minimum altitude of 2000 feet, and there is always an assistant pilot in the rear cockpit to take charge if the blind man goes hay wire.

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With all flying equipment, uniforms, buildings and what have we, polished to the utmost, the Squadron stood the annual federal inspection under Lieut Colonel H. C. Kress Muhlenberg, Air Officer, Hq. 5th Corps Area, on Sunday and Monday February 14 7 15th.

We hope we looked as good to the Colonel, as we felt about ourselves. As for the planes the mechanics reached the height of gloss in polishing the planes, and if they look better next year we'll have to wrap them in cell-O-phane.

## BOMBARDMENT TACTICS DEMONSTRATED TO TACTICAL SCHOOL STUDENTS

**S**TUDENTS of the Air Corps Tactical School, Maxwell Field, Montgomery, Ala., were given a practical demonstration of salient phases of bombardment tactics and technique by the 96th Bombardment Squadron of Langley Field, Va., during the period January 25th to February 3rd, inclusive.

On the first day, the 96th Squadron, carrying the Tactical School students as observers and gunners, demonstrated the various means of taking off, assembling and landing a bombardment formation. On succeeding days, the Squadron assumed its various machine gun defense formations and were "attacked" by Pursuit with camera guns. Two formations, the "javelin," a step-down column of elements, each slightly offset, and the "staggered cloverleaf," a new formation different from the normal cloverleaf in that the number two element is staggered below and the number three element staggered above their normal cloverleaf position, proved to be the most successful. At a critique later by the School students, the concensus of opinion as to which of these formations present Pursuit the most unfavorable target appeared divided. A basis for comparative estimates of these formations, however, was provided by the exercises.

On February 1st, the Squadron simulated a night bombing of Montgomery while under harrassment by anti-aircraft and searchlight. The purpose of this demonstration was two-fold. First, it was desired to show the method of night attacks conducted by a Bombardment squadron attacking "by threes" at three-minute intervals; second, it was desired to demonstrate from both the anti-aircraft and bombardment standpoint the method of illuminating Bombardment airplanes and how they appeared when caught in the searchlight beam, both when viewed from the ground and when in the airplane.

A similar mission was scheduled for February 2nd, but was rendered impossible by weather, as was the take-off for home scheduled for the following morning. Despite the relatively slow speed of the B-6 Bomber, a 50-mile an hour tail wind enabled the Squadron to make record time home.

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### DEMONSTRATION OF VERY PISTOLS AND SIGNALS AT BOLLING

Captains Coupland and Stribling, Ordnance Department, recently witnessed the demonstration of 25-mm. Very Pistols and Signals conducted at Bolling Field by Messrs. Fisher and Biddle, representatives of the Erie Chemical Company, Cleveland, Ohio. Two representatives from the Department of Commerce and two from the Coast Guard also witnessed the tests.

Several red, white and green Single Star Signals, without parachute, were fired in front of the Operations Office at the field. The recoil of the pistol was not excessive. After this firing, several signals were fired from the other side of the flying field at a distance of approximately one-half mile, the observers remaining at the Operations Office. All of the red, white and green signals were very distinctive, and it is estimated would have been visible under ideal weather conditions at a distance of from three to five miles. It is estimated that the height of projection was approximately 100 feet. There were three or four misfires during the firing of the 12 or 15 signals. Several of the White Star Signals failed to ignite.

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### NEW BOEINGS ARRIVE FROM SEATTLE

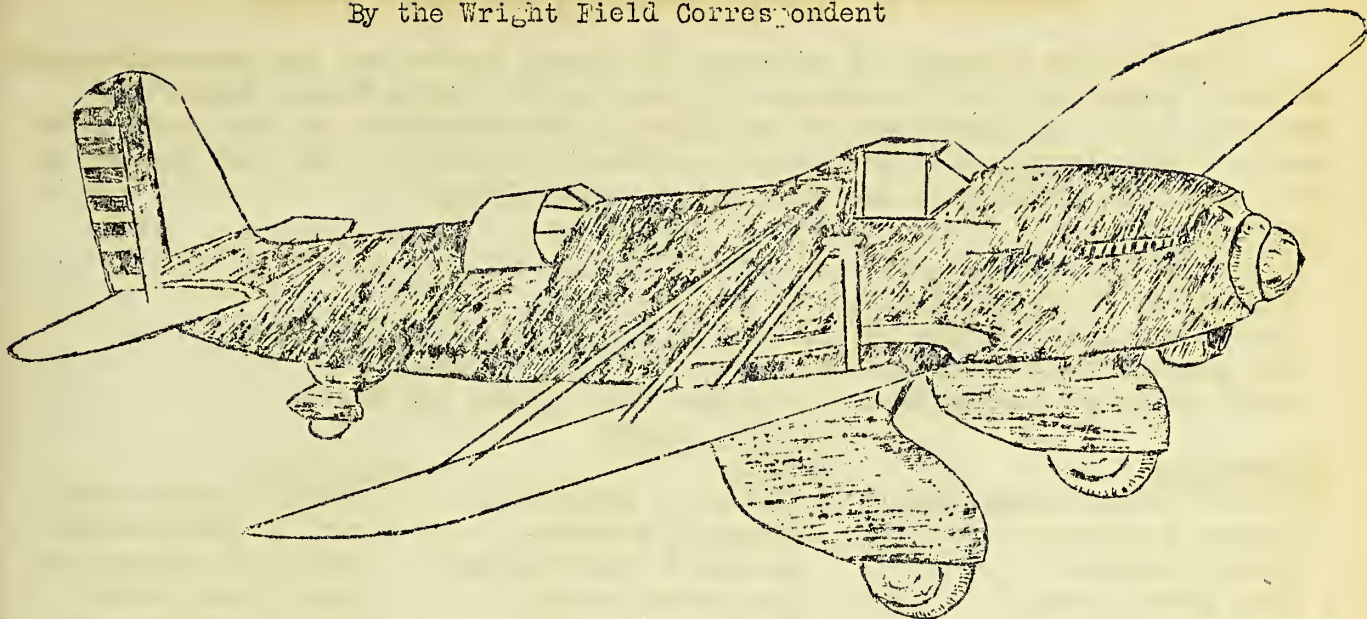
Fifteen of the new Boeing P-12E Pursuit planes arrived at Selfridge Field on February 11th, having been ferried from Seattle, Wash., to Detroit, by way of Rockwell Field, Coronado, Calif.

Up until February 10th, the trip had been pleasurable and uneventful. On that morning, taking off from Scott Field in 3-plane elements, bound for Selfridge Field, dense fog and dangerous flying conditions were encountered in Indiana, which were apparent around Selfridge Field around 12:30 and were indirectly the cause of Lieut. Webber's unfortunate crash. Nine of the planes retraced their route and landed at Chanute Field. Three others were forced down at Rochester, Ind., and late in the afternoon proceeded to Fort Wayne for an overnight stop. Three other planes sought the safety of the Transcontinental Airport at Toledo, but while flying near Toledo in the direction of the airport, one of the formation disappeared. This was Lieut. Feldmann of the 94th Pursuit Squadron who, finding himself alone and with fog closing in on him, landed in a hurry in the best available field. His safe landing under very adverse conditions was deserving of the congratulations which his fellow officers bestowed upon him.\* All fifteen planes arrived at Selfridge Field intact by 1:00 o'clock the following day.

Division,

\*Note: An officer of the Information, on business at Toledo that day, also saw the back yard surrounded by high tension lines and trees where Feldmann landed, and also congratulates him on his skill.

A NEW ATTACK TYPE AIRPLANE  
By the Wright Field Correspondent



The Curtiss XA-8, the Army's latest model of an Attack airplane, has elicited great interest throughout the Air Corps. From the points of view of design and performance it appears most promising. The earlier Attack airplanes were virtually modified Observation airplanes of biplane type. For some years it was realized that the internally braced metal monoplane, with fuselage of metal monocoque construction offered reduced drag and parasite resistance in comparison with the biplane types, but an objectionable wing "flutter" when dived at high velocity made it impossible for military use. A vast amount of work devoted to this problem led to the elimination of this difficulty and the development of the present attack type, soon to be released for service testing to Air Corps stations.

Fuselage, wing, and landing gear of this airplane quite successfully fulfill the modern demand for aerodynamic cleanness. This airplane is a low-wing monoplane of cantilever two-spar construction. The exceedingly thin wing is wire-braced, with dural spars and built up box sections. It is equipped with slots and flaps. The covering is fabricated from smooth suralumin sheet. Provision is made for the mounting of guns for attacking ground troops beneath the wing to either side of the fuselage.

The landing gear is of the split-axle type with oleo shock absorbing system. Cockpits are hooded for the protection of pilot and observer, and streamlined into the fuselage. Streamline fairings are also incorporated in the design features of landing gear and tail wheel.

The power plant of this airplane consists of a liquid-cooled Curtiss V-1570-C engine, known commercially as the "Conqueror." It is rated at 600 h.p. at 2400 r.p.m. A three-bladed metal propeller gives improved performance and justifies the increase in weight over the two-bladed type. Speed is the predominating performance characteristic, and tests have proved this airplane to be faster than any foreign types that could be used against it.

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#### ATTACKERS PARTICIPATE IN PARADE

Members of the 8th, 90th, 13th and 60th Squadrons of the Third Attack Group took part in the Mardi Gras parade at Galveston, Texas, on February 8th. Marines and sailors from the U.S.S. WYOMING also took part in this annual affair.

King Frivolous XV arrived by plane and rode in the parade in a Supercharged De Lux Model Monoplane whose Ford tractor engine permitted the high speed of 10 miles per hour.

Ambitious airplane designers and builders of the 60th Service Squadron were quite proud of their creation. This year's crate was an improvement over the one which was used last season, in that it did not fall apart before the parade came to an end. So sturdily was it constructed that it has been taken down and stored away for future use.

## GRADUATION OF STUDENTS FROM ADVANCED FLYING SCHOOL

Ninety-eight students (4 officers, 93 Flying Cadets and one noncommissioned officer) graduated from the Advanced Flying School, Kelly Field, Texas, on February 23th. An aerial review was flown in the afternoon, in the presence of nearly 5,000 persons, and graduation exercises were held in the Post Theatre at 3:00 p.m. The graduates are listed below, as follows:

### Observation

Major Wm. E. Kepner, A.C.  
 2nd Lieut. David H. Baker, CAC.  
 2nd Lieut. John P. Doyle, Jr., Cav.  
 2nd Lieut. David R. Gibbs, Cav.  
 Staff Sergeant Jerome Brooks McCauley, (2nd Lieut. QMC Res.)

### Flying Cadets

#### Observation

#### Attack

#### Pursuit

Burton W. Armstrong, Jr.  
 Joseph A. Barnes  
 Hiram Broiles  
 Carl Frank Bruce  
 Lewis John Connors  
 Timothy James Creedon  
 Benjamin H. Dally, Jr.  
 Thomas Smith Davis, Jr.  
 Harry Wagner Fanning  
 James Lowell Fletcher  
 Pearre DuB. Jacques  
 Henry C. Kristofferson  
 James A. Maxwell, Jr.  
 Jack D. Milstead  
 Erickson S. Nichols  
 Dudley H. Pierce, Jr.  
 William Pierce, Jr.  
 Reuben LeR. Spickelmier  
 Howard C. Stelling  
 Foster Craig Townsend  
 Mack Olin Travis, Jr.  
 William R. Walner, Jr.  
 Doyle Cassius Warren  
 Lawrence K. Welch  
 Maurice Wight Wiley

Archie J. Old, Jr.  
 Peter J. Prossen  
 George B. Schoonmaker  
 Don Wesley Smith  
 Joseph C. Taylor  
 Randolph L. Wood

#### Bombardment

Walter McLain Bass  
 Robert B. Collins  
 Merrill E. DeLonge  
 Richard F. Fender  
 Joseph D. Hutchinson  
 James Matthews  
 Joseph A. McAnulty  
 Eugene H. Mitchell  
 Joel B. Moore  
 James H. Patrick, Jr.  
 Wilbur Odell Riley  
 James H. Rothrock, Jr.  
 Charles Deming Shaw  
 Calvin B. Simmons  
 Roger W. Smith  
 Frank J. Waddell  
 Russell L. Waldron  
 Fred Nathaniel Ward

Kenneth Robert Case  
 Carl M. Christenson  
 George W. Connors, Jr.  
 Harry Lewis Dalin  
 Fred O. Easley, Jr.  
 Robert S. Fisher  
 Willard J. Foley, Jr.  
 Elbert B. Gentry  
 Fred'k L. Gunter  
 Albert F. Hastings  
 James C. Jensen  
 Harold L. Kreider  
 Robert J. McLean  
 Silas M. Miller  
 Thomas B. Mixon  
 Sterling R. Newman  
 John H. Patterson  
 Robert Jesse Potter  
 George Howard Prince  
 Charles W. Reineke  
 George I. Rhoades  
 Charles McC. Robertson  
 Joshua Wilson Rowe  
 Charles L. Sharp  
 Frank Dias Sinclair  
 Fred W. Smith  
 Ira David Snyder  
 James M. Treweek  
 Gilbert Von Tribbett  
 Terry Marvin Turner  
 Harry Warren Wells  
 Francis W. Williams  
 James R. Williams

#### Attack

Loren Cornell  
 Herbert F. DeBuys  
 Eugene Fletcher, Jr.  
 Wayne C. Gardiner  
 Walter E. Lawrence  
 Archie J. Old, Jr.

#### Pursuit

Wyatt H. Alexander, Jr.  
 George Edward Batty  
 William Grover Benn  
 Eugene Brecht, Jr.  
 Earnest H. Briscoe  
 George E.M. Campbell

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## COLORING UP A STORY FOR PUBLIC CONSUMPTION

A story in a New York newspaper of recent date conveyed the information that Private P.P. Eitcher, of the 61st Service Squadron, Mitchel Field, N.Y., narrowly escaped being dragged into the air by one leg from an airplane moving at 115 miles an hour; that about 700 feet of one-half inch steel cable trailing behind the plane, which was 500 feet up, snaked across the field, gashed Eitcher's leg, missed six other privates and cut into a steel hangar door.

The remainder of this newspaper story is quoted, as follows:

"Lieutenant Jonathan Haynes and Corporal William Burtnette had taken aloft a Falcon army biplane to test a new type of towed target for ground gun crews to shoot at. The target is a sleeve of fabric with metal rings at each end, so attached to 1,000 feet of cable that when a renewal sleeve is run down the wire, the first one falls to the ground for examination.

Flying low across the field, Corporal Burtnette released a second target, but both sleeves fell off and about 700 feet of the cable trailed on the field,

when the wind tension against the targets was removed. As the cable swished along the ground, Butcher and six other privates scattered for cover and Burtnette began to reel in the wire as fast as he could. The cable cut into the hangar door, swirled about and a length of it wrapped around Butcher's right leg. He got free, however, almost at once and went to the post hospital with a deep cut, but otherwise unhurt.

Pilots at the field said that if the cable had held to Butcher's leg, the leg might have been torn off or Butcher dragged into the air or the plane been wrecked."

In commenting on this story, the News Letter Correspondent from Mitchel Field states that it gives a general idea of what happened. "Of course," he adds, "we have not as yet attempted using 1000 or 1500 feet reels of half inch cable for our tow target work.

The flight in question had for its object the service testing of the new B-11 tow targets. While flying over the field at an altitude of 500 feet with approximately 700 feet of cable out carrying the standard A-4 target, the B-11 was sent along the cable. It tripped the release on the A-4, allowing it to drop to the ground. Following this, the ring on the B-11 broke, allowing it to drop also. The tension being relieved from the cable, its trailing end fell to the ground near some enlisted men. All but Pvt. Butcher managed to get out of the way. The cable struck his leg barely breaking the skin. It then hit the door of the Engineering hangar. By this time the operator was reeling in his cable. No damage was done to the hangar door."

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#### SWIMMING PARTY FOR MULES

"Crissy Field has been taking to sea since the recent heavy rains," says the News Letter Correspondent, and he then goes on to say: "We lost tons of valuable field terrain when some of the old drain pipes caved in and started out to sea.

The local Doughboys have been doing a lot of mule wrangling of late. Curious as to whether a mule would sink or swim, if participating in a landing party, the soldiers have been trying them out by boosting said mules off the dock. In a recent excursion after local color, ye scribe journeyed to the Crissy Field dock and learned a lot. The foot soldiers from up on the hill have evidently been watching the Air Corps mechanics swinging props. In every instance the mule was reluctant to take part in the experiment, so one of the attending chaperones would grasp the old jug-head's tail firmly and swing it clockwise. If there was no evidence of starting, the said manipulator would then swing the tail vigorously counter-clockwise. By this time the victim was fed up with the whole performance and took the path of least resistance - a nose dive. There were instances where a little priming would doubtless have been extremely useful, but apparently no priming equipment had been developed.

After making his bored progress to shore, the next move of the mule was to explore Crissy Field for grass. There wasn't much grass - but, Oh, how he rambled! Mules are like a lot of people - they are always wanting to be where they ain't. After lingering longingly in the vain hope that a couple of mules would start an interesting diversion by going to sea, this amanuensis returned to the inner sanctum to ruminate on why is a mule anyway.

When those mules surfboard over the breakers at Waikiki, won't they miss the little waves on Crissy's coral strand! Hush-Hush! It's not at Waikiki - but that's the only beach we know in Hawaii."

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#### WORLD FLIGHT NAVIGATOR LECTURES ON AERIAL NAVIGATION

Mr. Harold Gatty, senior aerial navigation research engineer of the Air Corps, is at the present time conducting a course in aerial navigation at Bolling Field, D.C., and at the Office of the Chief of the Air Corps. The course covers a period of 36 classroom hours and embraces all phases of pilotage, dead reckoning, celestial navigation and radio navigation.

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The First Balloon Company, Fort Sill, Okla., boasts a crack pistol team (4 or 5 men) and desires either telegraphic or radio matches with any Air Corps unit on any standard small bore ranges stipulated by the challenging team or teams.

## PURSUITERS FERRY PLANES FROM SEATTLE TO SELFRIDGE

Seven pilots left Selfridge Field February 5th for Seattle, Wash., via rail, to secure and ferry to their home station P-12E Pursuit planes. The party was made up of Major George H. Brett, Commanding Officer of Selfridge Field, Lieuts. Culbertson, French, Garrison, Putt, Sillin and Wright. The flight was organized early on the trip out, and appropriate officers appointed to handle the routine ground work incident to the return trip by air.

The time on the train was passed in various activities of one sort or another, the most outstanding being the initiation of the junior officers into the well known Air Corps Organization of R.H.I.P., when it became necessary to elect one member of the flight to represent the group on a ride in one of the new type electric locomotives. The representative being duly elected and installed in the cab of the locomotive, the junior members of the flight repaired to the club car and formed a counter organization, the name of which may not be mentioned here, but membership in which was equally enjoyable. The remainder of the train trip was uneventful, and the flight arrived in Seattle at eight O'clock on the morning of the 8th.

At Seattle the pilots were met by the Air Corps representative stationed with the Boeing Company. After preliminary greetings, they were taken to the Washington Athletic Club for a quick shower and change of clothing. This accomplished, bags were hurriedly repacked, and pilots were rushed to throbbing cars below in which they were speedily whisked to the field.

At the field the pilots found acceptance papers prepared for signature, tool kits and equipment handily arranged for speedy check, and all ships on the line with engines warmed and idling in readiness for the take-off. After a short test hop, the flight was allowed a hurried tour of inspection of the Boeing Plant, followed by a luncheon with the Boeing executives. Upon return to the field, the ships were found fully serviced and everything in readiness for departure. Baggage was quickly packed, final weather reports and clearances were obtained, and the flight cleared the airport early in the afternoon. The whole thing was handled with the utmost Teutonic efficiency, and the time spent in Seattle was cut to a minimum.

After an uneventful flight, the pilots arrived at Vancouver, Wash., where the night was spent. The Commanding Officer, having flown the course several times before, rotated the lead so that each officer would have a chance to navigate over strange territory. The flight cleared Vancouver Barracks around nine the next morning and stopped for gas at Medford, Oregon. A slight difficulty arose here when the pilot who was leading at the time, after locating Medford, failed to locate the airport. The Flight Commander who, with usual diligence, was carefully checking the course, flew alongside to see what the leader would do. The leader, with the able assistance of his wing men, finally spotted the field, and a safe landing was made by all. The pilots had lunch while the ships were being serviced, and the flight then cleared for San Francisco. After an hour or more flying over the Siskiyou Mountains and by the snow-capped peak of Shasta, the flight entered the fertile Sacramento Valley and landed at Crissy Field.

Quarters not being available at Crissy Field, the major portion of the flight decided to stay in San Francisco, where excellent accommodations were obtained at the Bellview Hotel at reasonable rates. Bad weather caused a two-day delay, which was thoroughly enjoyed. The next "hop" was made towards March Field, wherein the leader, lacking his Missouri Valley section lines and becoming slightly bewildered, wandered amiably between the Rocky Mountains and the Pacific Ocean. After a given period of time, and to the utter amazement of all, a permanent check point was spotted and Bakersfield ultimately located. Clouds were forming on the mountains south and east of Bakersfield and, after trying to fly through Tehachapi Pass, the flight commander returned the flight to Bakersfield for a landing. An hour was lost gassing and waiting for favorable weather reports. The flight from Bakersfield across the ridge down into the Mojave Desert and through Cajon Pass to March Field took less than two hours.

One night at March Field, where old acquaintances were renewed and new ones made, and the flight proceeded to Rockwell Field. Here the ships were thoroughly inspected and plans made to leave the following morning. That evening, off duty procedure was the same as at March Field. A short tour of inspection was arranged to the nearest foreign country by officers stationed at Rockwell, and all pilots were on the line the next morning with baggage packed and ships warmed. Weather was doubtful, but being a day behind time it was de-

ecided to take off and try to get through to the next stop. After a 20-minute flight, it was apparent that there was no chance to cross the mountains, so a return to Rockwell was necessary. The usual wrestling with P-12E baggage compartments was once more in order, and pilots, by this time being fairly proficient at baggage smashing, soon were back at the previous evening's abode. Another tour of inspection was instigated to investigate the prosperity of lower California. The source of prosperity soon became apparent and it was decided to return to Coronado. February 14th dawned cloudy and rainy, and clearance was impossible. Shopping and Contract occupied most of the day. The following morning was clear and the flight proceeded to Tucson, Arizona.

The hop from Rockwell to Tucson was made without incident. It was necessary to climb above the clouds to cross the San Jacinto mountains and pass Chimney Peak. A nice bit of navigating featured this leg, as a good half hour of flying in a strong variable cross wind was done without check points. Servicing at Tucson took a little over an hour, and the flight was on its way to El Paso. Arriving at Fort Bliss, pilots were furnished transportation to El Paso, where rooms were arranged at the Hussman Hotel. All members of the flight were interested in an old fashioned Mexican dinner, so Juarez was visited, the meal eaten and several souvenirs purchased.

Left Fort Bliss the following morning and reached Midland, Texas, after the leader had negotiated every turn in a nearby pipe line. After servicing, the flight was on its way to Dallas, where an excellent fried chicken dinner was enjoyed at the home of one of the members of the flight. After a good night's sleep, all proceeded to Muskogee, Okla., where it was decided to make Kansas City the next stop, the weather to Scott being questionable. A night in Kansas City, and the flight started on the last leg of the trip to Selfridge. A good tail wind was encountered from Kansas City to Selfridge, and record time was made home, the only delay being a short stop at Chamute Field for gas, oil and lunch.

The whole trip proved very successful and all ships landed at Selfridge Field in good condition. It was the consensus of opinion among members of the flight that the new Boeing ship was thoroughly dependable. All junior members of the flight expressed their appreciation to the Commanding Officer for the valuable experience gained during the flight.

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#### CAPTAIN STEVENS RETURNS FROM MAPPING PROJECT

By the Wright Field Correspondent

A final practical test of the experimental model 5-lens camera has just been completed. Captain Albert W. Stevens, photographer, and Lieut. J.F. Phillips, pilot, returned to the Materiel Division from California on February 17th, having been engaged on a mapping project of the Sacramento and San Joaquin river valleys. The flying base was Crissy Field, San Francisco, with occasional flights from Mather Field when weather conditions at Crissy were unfavorable. The area covered was 1,000 square miles. This work was on an unusually large scale, and the photographs were obtained from low elevations, with great side and end overlap. Nine thousand negatives were made for the U.S. Coast and Geodetic Survey, which is preparing new large-scale maps of this region.

The camera used was a T-3A or 5-lens type developed by the Materiel Division, following the original 3-lens camera designed by Major J.W. Bagley. The negative material was a new aerial supersensitive panchromatic film on a special non-shrink base. With this film excellent photographs were obtained in winter weather, early mornings and late afternoons through ray filters which excluded all blue light. Haze and water vapor reflect much blue, and it is desirable to prevent light of this color from reaching the negative in order to obtain clear, snappy photographs.

Two missions, resulting in 1700 negatives a day, were flown on several occasions. All negatives were developed by the 15th Photographic Section at Crissy Field, several of the last missions also being flown by that section.

The printing of the negatives was done under the direction of Captain Bruce Hill at the Materiel Division Photographic Laboratory, and 11,482 prints were made and forwarded to the U.S. Coast and Geodetic Survey in Washington. This organization is reimbursing the Air Corps for the cost of the project, including materials and flying. The airplane used was the F-1A Army monoplane built especially for photographic work, with maximum ceiling of 25,000 feet.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Wright Field, Ohio: Major Wm. E. Kepner from Advanced Flying School, Kelly Field.

To Fort Leavenworth, Kansas, for duty as Instructor: Major George E. Stratemeyer (upon completion course at this School), and Major Thomas J. Hanley, Randolph Field, Tex. (To Command and General Staff School).

To Kelly Field, Texas: 1st Lieut. Edgar T. Selzer, from Scott Field, Ill.;

To Army Industrial College, Washington, D.C. (1932-33 course): Major W.R. Weaver and 1st Lt. Julian B. Haddon, O.C.A.C., Washington; Majors Lawrence S. Churchill, Langley Field; R.M. Jones and 1st Lt. A.W. Martenstein, Wright Field, Ohio; Major S.W. FitzGerald, Army War College, Washington.

To Maxwell Field, Ala.: Capt. Sam L. Ellis from Philippines. To duty with Staff and Faculty, Tactical School, upon completion course at Command and Gen. Staff School, Ft. Leavenworth - Capt. Frederick I. Eglin, A.K. Ladd, J.I. Moore.

To Philippines: Majors G.E. Brower, Selfridge Field; Douglas B. Netherwood, Tactical School, Maxwell Field; 1st Lts. James W. Hammond, Langley Field, Va., and Walter E. Richards, Mather Field.

To Randolph Field, Texas: Major Henry W. Harms from Philippines; Captain Karl S. Axtater, 1st Lt. Randolph P. Williams, Wright Field, for training.

To Brooks Field, Texas: Major Benj. G. Weir, from C. & G.S. S., Fort Leavenworth; 1st Lt. Milton J. Smith from Middletown, Pa., Air Depot.

To Mitchel Field, N.Y.: Major Henry J.F. Miller, from C. & G.S. School.

To Langley Field, Va.: Captain Edward C. Black, from Philippines.

To Fort Crockett, Texas: Capt. Lloyd L. Harvey from C. & G.S.S. L'worth.

To Ft. Leavenworth, Kans., for duty with Air Corps Detachment: Major V.B. Dixon, upon completion instruction at Command and General Staff School.

To March Field, Calif.: 2nd Lt. D.W. Buckman, from Panama. Previous orders in his case revoked.

To Rockwell Field, Calif.: 1st Lt. Cecil E. Archer, O.C.A.C., Washington.

To Fort Bragg, N.C.: 2nd Lt. John C. Covington from Mitchel Field, N.Y.

RELIEVED FROM DETAIL TO AIR CORPS: 1st Lieut. Harold J. Conway, Ord. Dept., to Fort Crockett, Texas; 2nd Lieuts. Wm. D. Davis, James T. McClellan, Merson L. Skinner, Maynard N. Levenick, Richard K. Boyd and Harry G. Roller to Infantry, 2nd Div., Fort Sam Houston, Texas; Edwin A. Walker, Terrence R.J. Hickey, Irving W. Jackson, to Field Artillery, 2nd Div., same post; Cornelius Licherie and James C. Blanning to 1st Cavalry Div., Fort Clark, Texas; Marvin L. Thomas to 1st Engineers, Fort DuPont, Del.; Wm. R. Woodward to 22nd Inf., Ft. McPherson, Ga.

PROMOTIONS: To Colonel: Lt.-Col. Roy C. Kirtland, rank from Feb. 1, 1932;

To Lieut.-Colonel: Major H.C. Kress Muhlenberg, rank Jan. 28, 1932; Majors John F. Curry and James E. Chaney, rank Feb. 1, 1932; To Major: Captains Harry H. Young and Donald Wilson, rank Feb. 1st; To Captain: 1st Lieuts. Donald G. Stitt, rank Jan. 22, 1932; Glenn C. Salisbury and Harold R. Wells, rank Feb. 5th and 8th, respectively; To 1st Lieut.: 2nd Lieuts. Morris R. Nelson, Feb. 1st, Kenneth P. McNaughton, Feb. 5th.

RETIREMENT: 1st Lieut. Richard H. Dean, Crissy Field, to proceed to his home.

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AERIAL PHOTOGRAPHY IN LOUISIANA

Personnel of the 5th Photo Section, Scott Field, Ill., will perform the first photographic mission for the U.S. Geological Survey to be assigned to that Field for the 1932 season. The project, designated as L-32, comprises 17 fifteen-minute quadrangles in Louisiana, and the total area which will be photographed will be about 5,000 square miles.

Second Lieut. Herman F. Woolard, commanding the 5th Photo Section, pilot on the mission, with Master Sgt. Wilbur F. Rhodes as photographer and Corp. Paul Langlands as mechanic, left Scott Field in an F-1A cabin plane to make its first base at New Orleans. A T2-A four-lens camera will be used for the vertical shots and a K3-B, with an 8½-inch focal length, will be used in making oblique photographs to assist the team in their work. All vertical photographs will be delivered with a scale of one over twenty thousand.

Due to the danger of flood conditions near New Orleans, the Geological Survey Department requested that photographs of the eight quadrangles near that city be taken first. These eight quadrangles are located in a block four long and two wide with New Orleans in the Northwest corner and contain about 2080 square miles. Lt. Woolard figures to complete this section of the project with five good photographic days.

Five more quadrangles to be covered are along the Gulf coast in Vermilion and Cameron Parishes. If it is possible to change the base of operations to Lake Charles, this work will be considerably expedited, as otherwise the plane will have to make flights averaging about 150 miles going to and from the area. It is expected to complete this area with three full flying days.

With the completion of this tract of about 1300 square miles, the base will



be shifted to Shreveport. Two quadrangles situated just northwest of Alexandria will require two photographic days for completion and then the final two quadrangles just northeast of Shreveport will receive attention.

Exposed rolls of film, containing about 175 exposures each, will be shipped to Scott Field immediately, and the production of the prints will be rushed day and night in order to deliver them at the earliest moment. With the use of the four-lens camera and any sort of a break in weather, Lieut. Woolard hopes to complete another mission at low cost per square mile even though it will be necessary to land and reload the camera after photographing about  $1\frac{1}{2}$  quadrangles.

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#### PRAISE FOR CHAMUTE FIELD METEOROLOGICAL STATION

The Chief Signal Officer of the Army, Major-General Irving J. Carr, in a letter, dated Jan. 20, 1932, to the Signal Officer of the Sixth Corps Area, gives high praise to Chamute Field, Rantoul, Ill., for the excellence attained by the meteorological personnel at that station. The letter goes on to say:

"1. A careful examination of the meteorological reports sent regularly to the Office of the Chief Signal Officer from the thirty-four meteorological stations operated by the Signal Corps during the year 1932 has been made. These reports have been checked for accuracy, neatness and adherence to instructions in their preparation.

2. This check brings out the fact that of all reports received from meteorological stations, those received from the meteorological station at Chamute Field are consistently the most complete, accurate and satisfactory. These reports show that much care has been exercised at Chamute Field throughout the year to make the meteorological work of the Army accurate and dependable.

3. Technical Sergeant Frederick A. Matchinski, Private First Class John H. Butler, Private First Class Melvin R. Loring and Private Ralph W. Anderson are commended for close attention to duty and for the care exercised in the preparation of these reports and performance of meteorological work."

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#### OLD BOMBS PROVE ANYTHING BUT DUDS

Under the caption "Do Old Bombs Explode," an item in the News Letter of January 25th last, submitted by the Correspondent of the 18th Composite Wing, Hawaiian Department, stated that in an Ordnance demonstration test recently conducted at the Maili Range in the Waianae Mountains to determine whether bombs held in storage ten years would explode, a total of twelve bombs of various sizes were dropped, including two 2,000-pound bombs; that all bombs exploded except the first 2,000-pound bomb, which was a dud, and that the second bomb of this weight, dropped from 6,000 feet, resulted in a low order of explosion. The item concluded with the statement that the cause of the malfunctioning of these bombs had not been determined by the Ordnance experts.

A letter recently received by Capt. S.R. Stribling, Ordnance Dept., from an Ordnance officer at Honolulu, T.H., furnishes adequate proof through an enclosed photograph that the bombs were anything but "duds." This letter goes on to say:

"When we went out to dig for it we found a crater, 45 feet across, which was just about the size of the second bomb's crater. I could hardly believe my eyes. The terrific force of the detonation was evidenced by huge boulders up to three feet in diameter, located 75 feet from the crater center, being moved out of their "sockets" several inches; some being rolled on down the hill. A small grass fire had started in some grass which fell on one side of the crater. Boulders four feet in diameter had been blown out intact or split in two. Not a sign of any explosive around."

It appears that observers at the bombing demonstration reached the conclusion that the two big bombs failed to "do their stuff" because of no appreciable uprising of a shower of loosened earth and rocks following their explosion. This is explained in the above mentioned letter, as follows:

"In later tests with 155 mm. Howitzer shell, we have encountered several of these noiseless "duds," which turned out later to be high orders, so far below the ground as to be entirely quiet. I found in this later work four actual mounds instead of craters, and on digging in the mounds we found a great many fragments from high order detonators. "Duds" in this soft damp earth just cut a hole thru and lie at the bottom. Low orders out here make small craters, leave big fragments around and scatter junks of explosive on the ground and thru the dirt in the crater."

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A 12-ship formation from the 95th Pursuit Sqdn., flew from March Field to Phoenix, Ariz., by way of Tucson recently, and returned the following day. First Lieut. Leo H. Dawson, Squadron Commander, led the formation. Relatives of the late Lieut. Frank Luke were at the Phoenix Airport to meet Lieut. Dawson, who was the overseas flight leader of the famous "Arizona Balloon Buster." The pilots were overnight guests of Dr. A.J. Chandler, at Chandler, Arizona. Members of the formation were Lieuts. J.C. Crosthwaite, Alfred R. Maxwell, David D. Graves, Edward W. Anderson, Floyd H. Davidson, Aubrey S. Hurren, Joseph A. Erier, Arthur E. Livingston, Tim Roberson, John O. Zahn and Henry G. Reynolds.

## MIDDLETOWN AIR DEPOT INAUGURATES AIR TRANSPORT SYSTEM

Shortly after the first of the year, the Middletown, Pa. Air Depot inaugurated a "Delivery by Air Service," to serve the three major stations in the Middletown area, viz: Langley, Bolling and Mitchel Fields, with the purposes in view of facilitating the delivery of supplies such as can be handled in a transport plane; creating savings in transportation funds and in time of deliveries; eliminating labor involved in packing and crating of supplies and the materials needed therefor; training personnel in the handling of supplies by transport; increasing the efficiency of pilots in flying fully loaded transports and affording them more cross-country experience and, in general, promoting greater efficiency in the operation of Depot and Station Supply organizations.

A Y1C-14 is used as the transport plane. The dispatching of the transport and the assignment of pilots is under the direction of the Operations Officer. The Depot Supply Officer regulates the quantity and nature of the articles transported and loads and unloads the transport at the Depot.

Each station has detailed a crew to load and unload the transport. They have already become familiar with the proper methods in handling supplies and engines. While 1200 pounds is the maximum load to be carried on a trip, 1400 pounds may be carried if conditions warrant. In cases where no return load is available at the station a cargo of supplies is carried, a repairable engine is taken aboard. Station Supply Officers have been instructed so to arrange their shipments as to always have a load of supplies or a repairable engine available for the return trip of the transport.

All the stations are very enthusiastic over the success of this transport service and desire its continuance and enlargement. Parcel post and express shipments to the three stations served have been practically ended. An assured weekly delivery almost entirely eliminated emergency requisitions and should obviate the necessity of voluminous quarterly requisitions.

Figures compiled covering the operation of the Middletown Air Transport Service during the period January 8th to 29th, show that in a total of ten trips, 276 items, weighing 11,881 pounds, were delivered to the three Air Corps fields named above, involving an estimated saving of \$640.89, of which \$207.00 covered saving in labor for packing, \$300.00 for packing materials and \$123.89 which it would have cost to send these supplies by rail. Of these shipments, Langley Field received 64 items, aggregating 4,714 pounds; Bolling Field 143 items, aggregating 3,415 pounds, and Mitchel Field 69 items, aggregating 3,752 pounds.

Incoming shipments by air to the Depot from these fields, during the period January 11th to February 1st, totalled 188 items, aggregating 9,593 pounds. The estimated saving, covering labor for packing, packing materials and freight and express charges amounted to \$460.57. Thus, the first month's operation of this air transport system saved an estimated outlay in funds of \$1,101.46.

Out of ten scheduled trips during January, four were postponed, three because of weather and one because of an engine change in the Y1C-14. All but one trip was completed the same day, the exception being a trip to Mitchel Field which was delayed because of severe gales and rain at Mitchel Field.

Five engines were transported. Articles of practically every classification were included in the shipments, including steel stock, barreled goods, baled clothing and rags, and lumber.

During February, in a total of 15 round trips, 576 items, totalling 18,122 pounds, were delivered, and 77 items, weighing 10,374 pounds, received. Bolling Field received 6,321 pounds and sent 4,320 pounds; Mitchel Field received 5,115 and sent 4,451 pounds, and Langley Field received 5,151 and sent 4,199 pounds. The total estimated savings on labor for packing, packing materials and charges estimated for rail transportation on both outgoing and incoming shipments was \$1,543.25. Aside from the trips to Bolling, Mitchel and Langley Fields, three extra ones were made, one to Burgess Field with an engine replacement for a ship down, one to Waynesboro, Va., with an engine for a ship down, and the third to Burgess Field to return the removed engine and crew. Fourteen engines of all types were delivered to the Depot by air for overhaul.

Major J.H. Houghton, Commanding Officer of the Middletown Air Depot, commenting on the operation of the air transport system, states it is entirely practicable for a depot to serve its area by air, providing the proper type

transports are available. He prefers a bigger load-carrying airplane, such as a B-2 or a B-3 Bomber to the Y1C Transport, because the latter's carrying capacity is limited and, further, because considerable damage is constantly being done to the interior of the cabin, chiefly in the handling of engines.

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#### NEW FLYING FIELD AT FORT SHAFTER

Considerable headway has been made in connection with the establishment of the new flying field at Fort Shafter, Honolulu, T.H. Under the direction of Air Corps personnel, a portion of the golf course is being leveled for use by the airplanes. Certain high spots are being graded down and some of the low places filled.

The plan is to make the field suitable for the landing of ambulance planes from distant points with patients for Tripler General Hospital and for courier planes carrying messages to Department Headquarters. Coincident with the announcement of this plan, stretchers for use in Bombing planes have been developed. The stretchers, which are of the light wire mesh type, can be attached to hooks in the bomb bay of a plane in about two minutes, tests have revealed. These will insure a convenient method of caring for any person being rushed to the hospital after an injury. Since the new airplane stretchers have been well devised, all Bombing planes have become ambulance planes as well. Landing of patients will be possible for any post on the Island within two hours, should an injury occur. The landing field lies just north of the Department Headquarters building and will be only 200 or 300 yards from the hospital.

It has long been planned to develop a field near Department Headquarters which would make it possible to supplement other forms of communication with the airplane. The field is due to be tested very shortly.

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#### AIR CORPS OFFICERS ASSIGNED TO FORT LEAVENWORTH

The following-named Air Corps officers have been designated by the War Department as students at the Command and General Staff School for the 1932-1934 course, and are under orders to proceed to Fort Leavenworth, Kansas, and report to the Commandant of that school not later than August 29, 1932, for duty accordingly:

Majors Harvey S. Burwell, Oliver P. Echols, Delos C. Emmons, Captains Elmer E. Adler and Lawrence P. Hickey, students at the Air Corps Tactical School, Maxwell Field, Ala.; Major Willis H. Hale, Office of the Chief of the Air Corps, Washington; Captains Christopher W. Ford, Kelly Field, Texas; Lester T. Miller, Langley Field, Va.; St. Clair Street, Wright Field, Dayton, Ohio.

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#### SEVENTH BOMBARDMENT GROUP TO HAVE INSIGNIA

After some months of reviewing histories, alteration and revision of designs, a suitable insignia has been worked out and forwarded for approval at Washington. The predominating colors of the insignia are blue and gold. The most impressive feature to the casual observer is the crest which is adorned by a winged skull and a bony arm and hand holding an upraised aerial bomb. Directly underneath the crest is a scroll bearing the Latin phrase "Mors Ab Alto," which, literally translated, means "Death From Above." The shield is divided into four sections, representing the 70th Service Squadron and the 9th, 11th and 31st Bombardment Squadrons. The sections representing the Bombardment Squadrons are properly charged with their respective war honors. The four maltese crosses in the 11th's section represent the four major engagements officially credited to the 11th. Three maltese crosses represent the 9th Squadron's official battle credits, and a Fleur De Lis represents the 31st Squadron's service in France as base school squadron at Issoudon.

The design is a combination taken from those submitted by 2nd Lieut. E.F. Kiessig, formerly of the 95th Pursuit Squadron; 2nd Lieut. Harold W. Bowman of the 11th Squadron, and Private Joseph M. Koleson, also of the 11th Squadron. The original was worked out and painted by Corporal Fritz Seaburg, of the 11th Squadron.

Development of direct military interest for the past month, as reported in the periodicals of the world, are meager.

New High-Power Searchlight:

One development, however, that seems to have excited the interest of editors in general is the new Savage searchlight in Great Britain. This light is unique both in power and arrangement. It is rated at three billion candlepower which is quite large for a single unit and, in addition, is capable of throwing a cross-sectioned beam. The value of this light used in conjunction with modern sound detecting equipment which, it is said, can locate raiding aircraft within a seven-degree cone is readily apparent, since the cross-sectioned beam is in the shape of a quadrilateral pyramid with an apex of twenty degrees. The dead light may therefore be trained on the aircraft with a positive degree of accuracy. After the searchlight is turned on, the aircraft can be made to pass through three or more of the cross-lines, from which its speed, altitude and direction may be determined. After these data have been recorded the whole beam can be concentrated instantly and used in the ordinary way for gunnery purposes. If the aircraft spins or dives out of the concentrated beam, the light can be immediately reconverted to the cross-sectioned beam and the aircraft located as it crosses one or more of the lines. The searchlight unit is entirely self-contained on a Tilling-Stevens petrol-electric chassis. The controls of the light are electric and remote. The light originates from an automatic arc in front of a parabolic mirror which projects the rays onto an image plate made of a large number of optical flats. The image extrudes the light at an angle of ninety degrees. By a rather ingenious mechanism the individual strips on which the flats are mounted are capable of being rotated through 180 degrees; in this way it is possible to change instantly from one cross section of beam to another. The whole barrel of the light may be rotated about its major axis and about a vertical line perpendicular to this major axis making the mounting nearly universal. The power required to maneuver the light about these axes is less than one h.p. Complete constructional details are, unfortunately, difficult to obtain.

New Navy Plane:

Another startling departure from ordinary engineering practice was the delivery to the Navy of a Berliner-Joyce XOJ-1 more than a hundred pounds under contract weight and fourteen miles per hour faster than contract speed.

Japanese Pursuit Plane:

On the matter of speed, it is reported with no official backing, that the Japanese have an all-metal monoplane fighter capable of 250 m.p.h. It is said to be powered with a 600 hp water-cooled engine. The consensus of opinion is that this performance estimate is optimistic.

Hermann Kohl Flying Wing:

A great deal of interest seems to be centering around the so-called flying wing and the Hermann Kohl design is the subject of most of it. Extremely low power requirements are claimed. The design is said to attain a top speed of 98 mph with a Bristol Cherub engine of 30 hp; the gross weight reported with this speed is about 1100 pounds. Observers of the test flight were said to be surprised at the maneuverability of the craft, probably because previous designs have been markedly lacking in that characteristic. In any event, a speed of such magnitude with a power loading of more than 36 lb/hp is worth more than passing notice.

Fuel Injection Systems:

Some attention has been given in the United States to fuel injection in spark ignition engines for aircraft. The Pratt & Whitney Co. have such an engine on service test on one of the western division airplanes where it is said that it is giving satisfactory performance. The advantage of such a fuel system over the conventional carburetor system from the standpoint of cold weather operation and distribution of fuel to the cylinders are apparent and it should be possible to effect a considerable saving in specific fuel consumption. It is possible that the power output per cubic inch of displacement can be increased with such a fuel system by means of valve overlap and pressure differential scavenging. In any event, the development indicates a distinct step forward in airplane power plant design.

Noise Reduction:

Noise reduction has claimed increasing attention both from the standpoint of comfort to passengers on transport lines and from the standpoint of concealing aircraft in flight from the enemy. Some interesting mufflers have been introduced on the Eastern Air Transport lines that are said to reduce the exhaust noise some seventy percent and induce a back pressure of only twelve inches of water. In addition, Mr. Maxim, of firearm silencer fame, has been quoted as having designs going through the patent office that will aid materially in the reduction of noises due to the propeller flutter.

Strength Requirements for Aircraft:

Numerous personages in the aircraft structures world have felt it their duty to say that something should be done about strength requirements now that

performances have been so materially increased and a few have written papers on the subject. The actual change in requirements will undoubtedly take place - sometime.

#### Stainless Steel:

All-metal structures are claiming increasing attention since the introduction of spot-welded stainless steel. Even Russia has an aircraft built entirely of this material. The data on the very thin sections used in this type of construction are very meager and will probably retard development, that is to say, sound development.

#### Mono-Spar Construction:

Mono-spar construction has been the aim of most airplane designers for a long period because of the possibility of weight reduction. The British have built and flown such a wing on a Fokker airplane and the weight per square foot approaches biplane construction weight, being 1.25 pounds per square foot. It may be that after charging off all the disadvantages of the biplane structure as weight the two structures may be comparable and may even give the monoplane mono-spar a slight edge.

Stearman Beta at Wright Field: Mr. E.T. Allen, of the Stearman Airplane Co., landed at Wright Field recently from Wichita, flying a new Stearman Beta which, he said, had averaged better than 200 m.p.h. for the flight with the aid of a stiff tail wind. The Beta is a modification of the Northrup Alpha, being a low wing, all-metal monoplane, with tapered stress-skin wing. The landing gear is of the full cantilever type, all shock loads being taken by an oleo strut in the wing. Wheels are streamlined into a trouser fairing. The power plant is a Wasp Junior engine, developing 300 h.p. Top speed is 204 m.p.h. at the ground. This little single-seater remained for a day for the inspection of Air Corps Engineers with a view to its possible usefulness for military work. It was later flown to New York for delivery to a private owner.

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#### FATAL ACCIDENT AT SELFRIDGE FIELD

The personnel of Selfridge Field is saddened by the loss of one of their members, Lt. Lee C. Weber, Air Reserve, who was instantly killed in an aircraft accident near the Field on Feb. 10th. On that date Lieut. Weber was a member of a 3-plane flight bringing three new Curtiss P-6E planes from Buffalo, N.Y.

Taking off, with good weather reports along the route, the formation experienced good flying conditions until within five miles of Selfridge Field, where they encountered a wall of fog which had suddenly settled over the field. The leader immediately turned about to search for a suitable field in which to land. On one of the turns Lt. Weber left the formation and disappeared. The other two planes landed in a farmer's field near New Baltimore, Mich. A few moments later, Lt. Weber, after flying in the vicinity of Selfridge Field, crashed near the South River Road, about  $\frac{1}{2}$  mile southwest of the Field. His parachute was open and it was evident from the relative positions of the plane and body that he attempted to use his parachute at too low an altitude for it to function. No reason can be given for Lt. Weber's entering the foggy area after leaving the formation.

A simple but effective tribute was paid Lieut. Weber by the garrison of Selfridge Field at a ceremony held the afternoon of Feb. 12th. The entire command was paraded in a hollow square as Rev. Schellhase, Chaplain, Reserve Corps, conducted the ceremony and the 36th Squadron, of which Lieut. Weber was a member, flew a funeral formation overhead. The entire personnel of the field attended the ceremony, after which the body was shipped to Davenport, Iowa, where funeral services were held by the members of his immediate family.

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#### BOMBARDMENT PILOTS PURSUE TRAINING PROGRAM

The 2nd Bombardment Group, Langley Field, Va., rather doggedly carried out the rigid training program drawn up at the beginning of the training season. Generally fair weather aided the progress, especially in night flying. Many interesting flights were performed the past month with only a minimum number of accidents. Considerable flying was performed over long stretches of open water, namely, Chesapeake Bay and certain areas of the deep blue sea, with the attendant risks of such ventures relegated to the background of the Flyers' minds. Rapid development of aircraft and engines to a point where mere speculation upon performance has ended has done much to promote confidence and heighten the morale of the pilots.

In a recent night bombing raid over Washington, 27 planes made the flight to the Capital, following the commercial route and using the light beacons. Two planes were forced down with, fortunately, no casualties or damage to the planes. Low oil pressure and an overheated engine forced Lt. J.F. Biggerstaff down at Urbanna, Va., while Lt. W.C. Jamison, who got on the Richmond-Washington beacons by mistake in an area of low visibility, landed at West Point, Va. A 50-mile gale made it difficult for the pilots to keep on the course, even though they could see the beacons. Night flights are regularly made by the Group between Richmond and Langley Field and points in between. Everyone gets a turn at following the Radio Beacon from Langley to Richmond and return. It is interesting to note that on all training maneuvers the Group is controlled in the air by radio command.

## NOTES FROM AIR CORPS FIELDS

### Scott Field, Belleville, Ill., Feb. 10th.

Fifteen pilots, led by Capt. R.C.W. Blessley, ferrying new P-12's from Seattle to Selfridge Field, made an overnight stop here. Arriving Feb. 9th from Dallas, they made an early getaway the next morning. In these days of non-cross-country flying, the arrival of this large number of visiting planes at the "Crossroads of the United States," created considerable stir.

The one-year active duty tour of 2d Lt. Kennedy Dodds, Air Reserve, with the 15th Obs. Sqdn., was extended 4 months to June 30th. He and Mrs. Dodds recently visited relatives in San Antonio while on leave.

Capt. Wolcott P. Hayes, C.O., 15th Obs. Sqdn., spent ten days' leave visiting relatives in Washington, D.C., being accompanied by Mrs. Hays and daughter.

Scott Field basketball team opened its season Feb. 6th by defeating the Methodist Church team of Belleville, 32 to 29. Thirteen players were used in the Scott Field lineup to get a good line on the various candidates.

Pvt. George W. Hancock, age 36, a member of the 24th Airship Service Co., was instantly killed on the night of Jan. 17th by a freight train near Scott Field. He was evidently returning along the railroad tracks from Mascoutah when overtaken by the train. A soldier discovered his mangled body and immediately notified the guard house. Major Lyle C. White, M.C., was sent to the scene. Pvt. Hancock completed over 7 years of service, most of which was at Jefferson Bks. He reenlisted for Scott Field last November, and was company clerk for his organization. His mother, Mrs. Irene Hancock, lives at Henderson, Ky.

### Lawson Field, Ft. Benning, Ga., February 8th.

"Flight "B", 16th Obs. Sqdn., flew training missions as follows in December and January: Aerial Camera Gunnery, Flexible Gunnery, Low Altitude Bombing, Radio (plane-ground), navigation and reconnaissance, cross-country.

The following missions were flown in cooperation with the Infantry School and the 83d Field Art'y: 12/1 - Communications, Lts. Barnett and Skow; 12/15 - Attack Mission, Lts. Brownfield and Holland; 12/16 - Infantry Liaison, Lieuts. Barnett, Skow, Brownfield, Holland; 12/18 - Tow Target, Lt. Holland; 1/20 - Infantry Liaison, Lts. Brownfield and Skow; 1/27 - Artillery Adjustment, Lts. Holland and Skow, also on 1/28; 1/30 - Formation-Review, Lts. Barnett, Skow, Brownfield, Holland.

Following Air Corps officers arrived by air on various missions, inspection trips, cross-country flights, etc.: Majors Curry, Candee, Capts. Blackburn, Paul, Robinson, Hoag, Walton, McMullen, Brock; Lieuts. Barker, McKinnon, Watson, Rich, Corkille, McPike, Yeager, Hillery, Caldwell, Saunders and Persons.

### Third Attack Group, Ft. Crockett, Texas, Feb. 17th.

The 13th and 60th Squadrons will meet soon in the deciding contest of the Inter-Squadron Basketball League. This game was postponed several times due to other activities. The 13th held the League Cup for the past two years and received little competition. This season the 60th is making them work hard. The 13th dropped their first game to the 60th at a time when they were weakened by injuries. In the second match the Ghost men had a full squad and triumphed. Both teams are recognized as among the top-notchers of the city. The 13th is representing the Post in the County League and having fair success.

On the evening of Feb. 16th, the enlisted personnel of the 3rd Attack Group honored the petty officers and men of the visiting German naval vessel, the Cruiser "Karlsruhe," at a dance at the Post Gym. The affair was a huge success from start to finish and the German lads seemed to enjoy every bit of it.

Col. Guy Kent, I.G. Dept., recently inspected the Post and the Group. An aerial review was flown for him and he appeared pleased with the smooth manner in which the squadrons took off and landed.

### Chamute Field, Rantoul, Ill., Feb. 9th.

The Chamute Field Flyers, Post Basketball team, divided in two games over the week end of Feb. 6-6th, defeating the independent team from Farmer City at the Post Gym, 28-13 and losing to Camargo at Camargo, 32-31. Chamute's stalling defense worked to perfection against Farmer City, that team making only four field goals. In a preliminary game, Chamute B team won from the Farmer City B team, 15-14.

At Camargo, members of the Chamute team report they had to play in a gymnasium so short that the foul circles overlapped the center circle. The ceiling was high and shots for the basket could be attempted and made from any part of the court. In one corner of the playing floor was a large stove and, playing under these conditions, the first team of Chamute Field deserted the floor before the game was over and the second team finished the contest.

The Chamute Field Fencing Class is well under way, under the coaching of Lieut. Carl R. Storrie and supervision of Mr. H.W. Craig, Fencing Coach of the University of Illinois, who had for the last two years put out one of the three outstanding Fencing teams of the United States. The class at present consists of the following officers:

Lieuts. F.H. Moehlmann, Chaplain; James K. DeArmond; 2nd Lieuts. Donald J. Keirn, Roy H. Lynn, Lawrence H. Douthit, Lawrence C. Westley and Samuel O. Redetzke, Air Corps.

The following named enlisted men are out for the team: G.E. Badger, L. Bergere, E.H. Callan, C.J. Clark, Z.M. Clements, J.P. Craig, N.D. Cunningham, E. Evans, J.A. Farrell, R.J. Foster, A.E. Haney, J.B. Henderson, G.A. Henry, F.L. Kern, P.W. Killian, J.P. Levine, W. Montgomery, E. McLaughlin, C.C. Perry, Jr., M. Reis, M. Summers.

At a meeting of the Rantoul Post 287, American Legion, Feb. 9th, Lieut. F. Herbert Moehlmann, of Chanute Field, was the speaker of the evening, addressing the Legionnaires and their guests on the subject of "The Fallacy of Pacificism". Chaplain Moehlmann, who entered the military service a little over a year ago, is recognized as one of the most able speakers in this part of Illinois, and spares no effort in spreading the gospel to the effect that the Lord favors a well equipped Air Corps.

Recent cross country flights of Chanute Field pilots include: To Scott Field and return: Capt. S.C. Skemp, and Lieuts. Harold Rivers and F.A. Bacher, Jr. To Patterson and Wright Fields and return: Lieuts. Walter Burgess, N.R. Laughinghouse, L.D. Fator, R.C. Wriston, M.N. Stewart and H.W. Anderson.

Visiting officers at Chanute Field, recently, include: Maj. J.H. Houghton, Middletown Air Depot; Lieuts. A.R. Williamson and C.A. Ross of Wright Field and Lieut. C.S. Irvine, of Patterson Field.

Mitchel Field, L.I., New York, Feb. 12th:

Our doughty champions of pillbox tennis are looking for more fields to conquer. The racketeers of the squash courts proceeded to Armonk, N.Y., Jan. 21st for a match at the Greenwich, Conn., Country Club. Lieuts. Laubach, Dwyer, Travis, Anderson and Gerhart represented Mitchel Field and were ably assisted by Lieut. Pynchon of the Reserves who filled in as the sixth member. Our team won five of its six matches. They are now looking for new fields to conquer and would like to arrange matches with other Air Corps Posts. They were royally entertained by their hosts at a big luncheon and are looking forward to the time when they can arrange a return match.

The basketball team, while it has not done quite as well as we had hoped, is certainly upholding the Mitchel Field traditions in the face of stiff opposition. The outstanding stars of the team are Pvts. F. Spore, 29th Engrs., N. Snow, 5th Squadron, and G. Tindle, 99th Squadron. The fact that our team won six of its stiff schedule of nine matches speaks very well for the players' spirit. They won from Forts Hamilton, Wadsworth, Navy Hospital, Marine Barracks, and twice from the Royal Five, champions of Long Island. They lost one game to Forts Totten and Jay, and a return game with Fort Hamilton.

It is always interesting suddenly to learn that we have a celebrity who is so modest that his remarkable deeds have been kept secret from his associates until a cub reporter broadcasts the news to the world. An article in a local paper stated that, "Capt. Taylor, en route to Lake Placid, N.Y., kept in touch with our operator at Mitchel Field for the astounding distance of 261 miles", or exactly eleven miles farther than the record established in 1888 by Oscar McGillicuddy. The report raised a fund of praise for the Captain until someone happened to notice that the particular ship in which he made the trip was not and never had been equipped with a radio.

Lieut. Hez. McClellan recently departed with a Keystone Bomber for March Field. Several people tried to get the detail but it seems Hez is our most experienced Bomber pilot. He will pick up a new Douglas and ferry it back to us. It should be a rather nice trip, especially at this time of the year with the weather what it is on Long Island.

Lieuts. Harmon and Mathewson just returned from a round trip to Chanute in the Fokker, ferrying enlisted men out to the school and bringing some back.

Among the Social activities the Old Guard Ball at the Commodore Hotel, New York City, the latter part of January was a very colorful event and Mitchel Field was extremely well represented. The dances in the past few months have been unusually well managed by the Club secretary, Lieut. L.W. Johnson and it is with regret that we see him leaving us for his new station in the Philippines. Lieut. S.E. Anderson is taking over his duties and we are looking for Sammy to put on some good affairs.

Langley Field, Hampton, Va., March 1st.

The old order changeth, and those heavy, cumbersome winter flying suits were relegated to the ash heap, figuratively speaking. The new suits were pronounced a big improvement, being much lighter and more flexible than the old type. It is suggested, however, that complete and detailed instructions be furnished with each suit, as it takes considerable ingenuity and maneuvering to wriggle into this patented gallus-and-zipper arrangement. Extreme concentration and care must be exercised, or one finds oneself in the general shape of a pretzel, as one unhappy pilot did upon trying on the new type for the first time.

Ten bombers of the 96th Bomb. Sqdn. went to Maxwell Field, Ala., early in February and took part in the Tactical School Maneuvers. Bad weather at Maxwell delayed the flight several days on their maneuvers, but during the few good days the planes worked with the Tactical School, the students were shown just how Bombardment aviation fits in with other phases of aviation. The Langley pilots enjoyed their visit as they rejoined old friends of the School. The Tactical School left Langley only about six months ago and the personnel has not as yet had time to change much. Maxwell Field seems like a part of Langley Field on detached service.

Organization commanders are looking anxiously toward the new barracks which they hope to enter with their "outfits" within a few weeks. The Group units patched up, painted over and tried to make the old buildings, especially the kitchens, hold together until real buildings were put up. Now that realization of new barracks seems at hand, the organization commanders are getting restless to enter them.

Speculation is rife among pilots of the 2nd Bombardment Group on prospects of maneuvers on the west coast this year. Rumors, both pro and con, fly thick and fast. Pilots and mechanics of the Group are all primed for the flight, for this is a choice morsel in the line of flights, especially after the planes reach California. It may be the famous California climate, or the California brand of hospitality, but those who made flights to the west coast are so enthusiastic that everyone wants to go.

During February, three of Langley's young Reserve officers reverted to inactive status. They had been with us for a year or more, and it is regretted they could not have continued on the active list. They are 2nd Lieuts. Hamish McLelland, Ellis D. Shannon and Stanley G. Winch.

Active duty tours of 2nd Lieuts. Hugh C. Worthington, Sterling S. Tatum, William J.B. Murphy and Harvey W. Regan, Reserve, which terminated Feb. 28th, were extended to June 30, 1932. It is hoped by that time some legislation will have been enacted to continue them on the active list.

1st Lieut. George C. McDonald, Adjutant of the Group, departed for duty in the Office of the Chief of the Air Corps. He leaves a host of friends. Fortunately, his new station is at a neighboring city, and we shall still hope to see a lot of the McDonalds.

Lieut. Mark R. Woodward reported for duty from the Aberdeen Proving Ground, Md. He is again back with his old organization, the 49th Bomb. Sqdn.

We are happy to announce that our Commanding Officer and friend was just promoted. The promotion of Colonel Kirtland is one over which officers and enlisted men are enthusiastic in their congratulations.

19th Airship Company: The TC made a cross-country flight to Washington, D.C., on February 16th. Part of the mission was a landing on the Washington Monument grounds. In so doing, a downward bump of air caused it to squash into a tree. The lower two-thirds of the rudder was washed out but, after closing the opening and smoothing up the job, the ship took off and returned home under her own power. Staff Sgt. Quinn and Sgt. Taylor made the repairs to the ship, while Lieut. Gillespie and Master Sgt. Short were pilots.

The Basketball team wound up its schedule, finished in first place with a percentage of .917, having won eleven games and lost one. Evidently the team wins the Post Cup, as their closest rival has a percentage of less than .800.

The Bowling team still seems to be running the wrong way around the track.

Work is progressing on the rebuilding of the outside machine shop and the new hangar heating plant. Under the new plan the radiators in the hangar shops will be placed along the wall instead of in the ceiling. This is going to fill a positive need for heat in these shops.

Volley Ball is a popular game, a court having been laid out inside the rear end of the hangar and another one on the concrete apron in front. The Rigging Department produced an extra net, and games are in progress during all daylight off duty hours.

The new barracks for the Company are fast nearing completion. Duty details cleared the front of the building, levelled the area and spread top soil preparatory to planting grass. While hangars, heating plants, and shops are in process of construction on the Heavier-than-Air side of the field, a contractor is working on a new heating plant for the Airship hangar.

Lieut. W.J. Paul was made the recipient of a decidedly useful gift by the officers of the Company and the enlisted hangar department heads. For some months past he complained of side glare and oblique light reflection in the car of the TC-11. Since this is an experimental car, it was not considered advisable to alter the windows to correct the condition complained of. After consulting the Flight Surgeon, the above mentioned parties went into a huddle and



decided to remedy matters. Not long ago, after a brief but touching summary by Capt. Miller, Lieut. Paul was presented with a pair of fine, service weight, brass trimmed Hoss-Blinders which, it is hoped, he will wear with pleasure to himself and honor to the organization.

59th Service Squadron: The Squadron is joyously anticipating an early evacuation of its present abode, and cogitates merrily on the picture of loyal sons of "Beaver" ensconced as one big happy family, in their palatial new quarters. Of course, we had expected to be located in time for the Christmas holidays and, after that optimistic thought had washed out, for Washington's birthday, but now we are certain that moving day will fall not later than March 15th, or Easter, or Fourth of July. Well, anyway, we hope to move before next Xmas.

Second Lieut. Charles W. O'Connor, our Engineering Officer, made another of his frequent cross-country flights to Wright Field on February 18th.

Our Basketball team went down fighting, their heads bloody but unbowed, in the recent Intersquadron series. We only managed 4th place, but we'll take the Trophy next time.

The results of the Intersquadron Bowling League tilts are bringing the Cup closer and closer to the 59th with each game. We're holding second place now, with victory just around the corner.

Private, 1st Cl. DeForrest Ramage was ordered to the Training Center at Randolph Field. We hope to see him return this time next year with a full fledged Enlisted Pilot's rating tucked in his cross-country bag.

96th Bombardment Squadron: The 96th regrets losing two of its most promising officers, to wit: "Our" Garfield Cuno and Wycliffe E. Steele. This loss to the squadron is alleviated by the recent arrival of Lieut. Roy D. Butler from France Field, Panama.

Capt. Milo McCune, flying a "B-6," had a fortunate or otherwise forced landing on the boggy northeast section of the field on Feb. 20th. Both motors, through some undetermined cause, cut out simultaneously on the take-off. With but a scant 100 feet, Capt. McCune was forced to set her down near the balloon hangar. The ship nosed over on the soft ground while still rolling fast and was almost completely washed out. Lieut. J.M. Gillespie, who was to have ferried this ship to Panama, evidenced considerable displeasure with a fate that not only once but several times washed out his prospective flights to Panama. However, he was assigned another ship, and perhaps will make it this time.

#### Fort Sill, Okla., February 27th.

Cooperative work with the Field Artillery School the past month was limited, due to inclement weather which curtailed the field exercises and outside activities of the classes. The "Flight" has been far from inactive, however.

The three O-19C's assigned here were all delivered to the S.A.A.D. during this period and were temporarily replaced with O-19B's. These B's have been equipped and tested and are ready for work.

The following maintenance training flights from Kelly Field were also added to the activity of the "Flight":

January 27-28, 1st Lieut. H.A. Moore with three instructors and 13 students in 3 O-19 and 14 O-2H planes of the Observation Section were serviced and remained overnight - Jan. 30-31, 1st Lieut. F.I. Patrick with 3 instructors and 15 students in 3 A-3 and 15 P-1 airplanes of the Pursuit Section remained overnight - February 5-6, 1st Lieut. Dale V. Gaffney with 3 instructors and 15 students in 3 A-3 and 15 P-1 airplanes of the Pursuit Section remainder overnight - Feb. 10-11, 1st Lieut. F.G. Irvin with 3 instructors and 12 students in 3 A-3, 2 O-2H and 10 P-1 planes of the Pursuit and Observation Sections remained overnight.

On February 11th, Capt. Benj. F. Giles and Tech. Sgt. Scott arrived from Hensley Field for a technical inspection. After a thorough inspection, they departed Feb. 13th for Hat Box Field, Muskogee, Okla.

The following ferry pilots stopped here enroute to March Field, Riverside, Calif.: February 17th, Lieut. D.R. Lyon in a B-4A from factory at Bristol, Pa.; Capt. A.C. Foulk in a B-4A from Wright Field - Feb. 22nd, Major Keesling in a Y-1C-24.

In taxiing out for take-off, Capt. Foulk's Keystone, with a full load of gas, broke through the surface crust of the field and became thoroughly mired up. A full afternoon's work with sixty men and two 5-ton tractors were required to get it back to the flying line. After five days of bad weather, Captain Foulk finally got off, feeling like a member of the permanent garrison.

The following cross-country flights were made by the pilots of Flight "E":

January 31-Feb. 3, 2nd Lieut. D.T. Mitchell and Staff Sgt. Salter to Kansas City, Mo. - February 2, 1st Lieut. Wm. L. Ritchie and 1st Sgt. Johnson of the 1st Balloon Company to Oklahoma City, ferrying personnel - February 4-6, 2nd Lieut. C. Stroh and Capt. R.E. O'Neill ferrying aircraft to Duncan Field, Texas - February 6-9, 1st Lieut. Wm. L. Ritchie and Tech. Sgt. Herb to Fort Riley and Topeka, Kansas - Feb. 10-12, Capt. F.H. Pritchard and Pvt. Coleman to Kansas City, Mo. - Feb. 17-22, 2nd Lieut. C. Stroh and Capt. J.H. Carriker, F.A., to Duncan Field, ferrying aircraft.

The First Balloon Company successfully completed two field assignments with the Department of Gunnery of the Field Artillery School.

The Air Corps quintet fought and shot its way to the 1932 basketball championship of Fort Sill by conquering the 18th Field Artillery, 31 to 24. The main feature of the game was not in the outstanding play of any of the Air Corps five, but the speed and accuracy with which the entire team functioned. The team work which was developed by the coach, Staff Sergeant Joseph A. Murray, was remarkable and regarded as the best ever seen in Fort Sill. The Air Corps players were chosen from the First Balloon Company, and the winning of the Trophy is all the more remarkable because the other teams represented battalions.

The Air Corps team started poorly, with no experienced players, and gradually worked itself into as fast and scrappy a machine as ever graced a Fort Sill court. Most of their games were won with a terrific last minute drive that could not be stopped. The Air Corps team, with the addition of a few picked post players, will form the Fort Sill team which faces the Corps Area champions from San Antonio in a three-game series. The Post Team will be coached by 1st Lieuts. Wm. L. Ritchie, A.C.; J.F. Baird, F.A. and Staff Sgt. Murray, 1st Balloon Company. The regular personnel of the Championship Air Corps team are - Forwards, I.A. Noakes, R.C. Motley, J.R. Varnell; Centers, J.B. Hagan, O. Kohl; Guards, W.I. Duke, F.H. Clark.

112th Obs. Sqdn., 37th Div. Aviation, Cleveland Airport, O., March 1st.

Hello, Air Corps of America. This is the first broadcast of the good old 112th Observation Squadron of racing fame from Cleveland, Ohio. In other words, "The Cream of the Crop."

We recently received the first of our series of two new O-38's from the Douglas factory at Santa Monica, Calif. Lieut. Hez McClellan, from Mitchel Field, ferried it through for us. Yes, Sir, we sure needed it.

A proposed extension to our present hangar has been submitted to the Adjutant General of the State for his ratification and approval, which we believe will be forthcoming. This extension will take care of our Motor Shop, Air Corps Stock Room, Parachute Packing Table and Armament Room. This will give us room for four more ships in the main hangar, as the units just mentioned were set up in one end of the hangar. Following this, if the Militia Bureau should see their way clear to assigning this unit more ships, we can with this extension very amply take care and house them.

Our new instructor, 1st Lieut. Charles Backes, who came here from the Philippine Islands, arrived in Cleveland Dec. 3, 1931. The entire unit seems to like "Charley" very much; he knows his Army, and how! Yesterday, Lieut. Backes received orders to depart for Santa Monica, Calif., to ferry back our second new O-38B from the Douglas factory.

March 4th, 5th and 6th, Lieut.-Colonel Mühlenberg, Air Officer, 5th Corps Area, will give our unit its annual armory inspection. We are always glad to see him and particularly to learn of his recent promotion to the rank of Lieutenant-Colonel.

All the officers of the Squadron seem to have become imbued with the Radio bug. Every flight in our service ships is a detailed radio mission, and some very good results have been accomplished as result of the interest shown. Another thing very worthy of mention is the installation in the Liberty BT-1 of a Sperry Artificial Horizon and a Sperry Directional Gyroscope. These instruments are very expensive but, oh, how useful when you learn how to use them! Every rated pilot is put in the front seat of the BT-1 and a hood fastened over the entire cockpit, with a second pilot in the rear cockpit. Instruction is then given in blind and instrument flying, such as - 1. Straight and level flying; 2. 90, 180 and 360 deg. turns until same can be made correctly; 3. Stalls, dives and spins. Believe you me, this kind of instruction is very helpful and necessary to every pilot, whether in military or commercial flying. The Squadron plans on installing a radio receiver in the BT as well, so that all of our pilots can fly the radio beacon blind and learn to stay right on the course.

The time is beginning to draw fairly close again to another year of the National Air Races, to be held - where? Why, of course, at the Cleveland Airport, Cleveland, Ohio. To those Army, Navy, Marine Corps and National Guard officers who have been our guests before, it is unnecessary to explain about all the added attractions to be had during these events. You know all about it, so make it a point to come again this year, if possible. We will be glad to see you. To those officers who have never been down to the Cleveland Races, may we suggest that you arrange to join us this year. We assure you that a good time will be had by all, and we welcome you as our guests.

Our former Commanding Officer of the Squadron, and now Division Air Officer, Lieut.-Colonel Thomas J. Herbert, has filed application to run for the office of United States Congressman at large from the State of Ohio. We are all pulling for "Tommy," and want to see him elected.

One of our officers, 2nd Lieut. Charles Haas, is now out in Los Angeles, Calif., on 90-days leave of absence. Pretty tough life, eh, enjoying all of that nice warm California sunshine.

During the past month, the Squadron had quite a number of Air Corps officer visitors who stopped in to get gas and a bite to eat, enroute to their final destination. Come again, boys!

And now, that our ten minutes of broadcasting is drawing to a close, we will stop "That Magic Carpet," and say "Selah" until next month.

March Field, Riverside, Calif., Feb. 12th.

17th Pursuit Group: Two and one-half inches of snow greeted us the morning of Jan. 15th. Native sons of "Sunny California" were kept busy explaining the "unusual weather" to critical outsiders. However, by noon the snow was gone and flying resumed.

Acrobatics, individual combat, squadron formation, strange field landings and blind flying formed the major part of the training schedule in the air in January. Night flying was conducted by the 95th Pursuit Squadron.

Ground school classes in mess management for Group officers continued under the instruction of 1st Lt. J.H. Dulligan. A 2-hour course in oxygen equipment was conducted by Lt. W.C. Morse, Group School Officer. Troop schools for enlisted men were conducted in Armament, Engineering and Maintenance.

Six new P-12E's were ferried here in January from the Boeing factory in Seattle by Capt. Chas. Douglas, Lts. Castor, Dawson, Minter, Dulligan, Crosthwaite.

Second Lt. N.H. Ives, at Fitzsimmons Gen. Hospital for past two years, reported for duty Jan. 4th, and was assigned to Pursuit Group Headquarters.

The 95th Sqdn. conducted a service test on night flying equipment for Pursuit planes Jan. 19, 20, 21. Five landings were made by each pilot to test the landing lights installed on the wing tips of two P-12E's.

2nd Lt. L.W. Sharman, Res., 34th Pursuit Sqdn. departed on month's leave.

2nd Lt. Robert B. Richard, Res. was brought back here Jan. 13th from Mather Field in a Fort Transport. Riding in an automobile at night as passenger, the car struck a road grader. Master Sgt. B.R. Brtwine flew an enlisted man from Rockwell to Letterman Hospital in a transport and returned with Lieut. Richard.

2nd Lt. Stuart D. Baird, Res. was married Dec. 30th to Miss Jeanette Gordon of Pasadena, Calif. They are now living at 5248 Magnolia Ave, Riverside, Calif.

7th Bombardment Group: Pvt. Frank J. Garjola, 31st Bomb. Sqdn., for the past several years on duty in the Parachute Dept., succumbed Jan. 14th to internal injuries received in an automobile accident at Riverside, Calif., Jan. 10th. The end came at Letterman Gen. Hospital, where he was taken in the big Ford Transport plane. His remains were sent to the home of his mother at Atlantic City, NJ.

The keeper of the "roster of pilots for ferry trips" is by far one of the most popular (or unpopular) individuals in the Group Operations Office these days. A number of Keystone B4-A's are ready for delivery by the Keystone Plant at Bristol, Pa., and it seems nearly every officer wants to make the trip. On Feb. 1st, 2nd Lieuts. H.W. Bowman, J.A. Ronin and L.R. Parker, with staff Sgt. McPheter, Sgt. E.F. Waid and Corp. R.C. Hayes as mechanics, departed for Bristol by rail to secure three of these ships. Capt. Leo Post with Staff Sgt. J.H. Arthur left Feb. 8th on the same mission, as did 2nd Lieut. D.R. Lyon and Staff Sgt. M.B. Kieado. Major Lloyd N. Keesling, Post Operations Officer, departed Feb. 5th for the plant of the American Airplane and Engine Corp., Farmingdale, N.Y., to take over a YLC-24 for ferrying to March Field. First Lieut. C.W. Pyle, 2nd Lieuts. E.H. Beebe, W.A. Matheny, with Staff Sgts. Thomas Toohy, Matthew Grier and Lewis Coty, are under orders to depart Feb. 12th in three O-38's for delivery to Bolling Field, then to proceed to Langley to procure two YLB-4's and one YLB-6 for ferrying to March Field.

The 7th Bomb. Group notes considerable coming and going among the noncommissioned officers of the first three grades. Master Sgt. Edward McAleer, 31st Bomb. Sqdn., goes to Hawaii as replacement for Master Sgt. Henry A. Doirant and Tech. Sgt. Peter Ceccato, 11th Bomb. Sqdn. as replacement for Tech. Sgt. Ballard B. Small. Master Sgt. Thomas F. Randle, just returned from Philippines, was attached to the 31st Bomb. Sqdn. Staff Sgt. Horace Ackerly left for the Philippine Islands as replacement for Staff Sgt. Tyrus Holmes.

The training schedules of the Group advanced to the point of simulated squadron tactical movements and, as a result, considerable havoc was wrought (theoretically) upon railroad yards, docks and industrial centers in southern California. For example, one day last week, Capt. Y.A. Pitts took his 9th Bomb. Sqdn. and their doughty B-3's to Yuma, Ariz., where he landed, surveyed the situation and then went aloft over the So. Pacific R.R. Yards and erased them entirely. The Group Operations Officer has been noted casting a stern and meaning eye at the harbors of San Pedro and San Diego. Yea, even at our Navy ships, while mapping out practical applications of this simulated squadron tactical training program.

Wright Field, Dayton, Ohio, March 1st.

Brig. General H.C. Pratt, Chief of the Materiel Division, addressed the students of the U.S. Military Academy at West Point early in February on the work of the Materiel Division, going on from there to Washington for a conference with the Chief of the Air Corps.

Master Sgt. David Samiran returned to the Field after a 3-months' absence in the Fitzsimmons General Hospital, Denver, Colo., much improved in health. Sgt. Samiran, it will be remembered, was largely responsible for the fuel segregator which has been approved for Air Corps use.

Major Frank C. Mahin, Inspector General's Dept., arrived Feb. 9th for an inspection of Wright Field. While here he was the guest of General Pratt.

Lieut. George S. Schulgen, formerly of the Power Plant Branch, was welcomed by his old friends when he arrived here from Langley Field on February 12th.

Major Brower, former Chief of the Airplane Branch, is a frequent visitor at Wright Field and has flown in several times during the past month for conference on engineering matters pertaining to Pursuit airplanes. His present station being Selfridge Field, he is in the aeronautical sense quite a near neighbor.

Lieut. C.S. Thorpe left the latter part of January for Washington, Aberdeen Proving Ground and Brooklyn, N.Y. to interview the Chief of the Air Corps, the Commanding Officer at Aberdeen and the Sperry Gyro Co. regarding bomb sights.

Dr. S.M. Burka recently returned from March Field for for the past three months he was engaged in testing bomb sights. Bad flying weather caused the assignment to be lengthier than had been at first intended.

Capt. A.C. Foulk ferried a YLB-4 plane to March Field; Major H.A. Straus ferried to Wright Field an XPT-933 from Randolph Field and Captain H.R. Wells a P-12E from the plant of the Boeing Co., Seattle, Wash.

Lt. C.D. McAllister returned from two months' leave in Florida. A deep tan testifies to many hours spent on the golf course, which he says were in fine shape.

Mr. David S. Ingalls, Asst. Sec. of the Navy in charge of Aviation, delivered in address in Dayton on February 23rd.

Major Hugh Knerr recently visited Washington for conference with the Chief of the Air Corps, while Major Robert L. Walsh spent several days in the Capital City in conference with the Chief of Staff.

Capt. H.M. Elmendorf, of the OCAC, Washington, piloted Capt. R.C. Coupland, Ordnance Dept., to Wright Field, Feb. 18th, and spent several days here.

Major J.W. Bagley, C.E., designer of the tri-lens aerial camera, U.S. Lake Survey, Detroit, Mich., arrived here Feb. 18th and spent several days visiting the aerial Photographic Unit, engineers and old friends.

Major-General Preston Brown, Washington, D.C., was the guest of General Pratt on February 18th.

Capt. Robin A. Day spent Feb. 24th at the Field conferring with engineers regarding a night lighting system to be installed at Fort Leavenworth, Kansas.

Lieuts. W.N. Amis and E.M. Powers visited Langley and Bolling Fields and the Middletown Air Depot for conferences with Commanding Officers and then proceeded to Paterson, N.J. for business with engineers of the Wright Aeronautical Corporation.

Lieut. A.R. Crawford returned Feb. 26th from Minneapolis and St. Paul, where he had been conducting tests on skis.

Lieut. E.C. Langmead made an extended air trip to various Air Corps fields and depots in Illinois, Nebraska, Kansas, Oklahoma, Texas, Arizona and California, returning by way of Mississippi, Louisiana and Tennessee, to consult with commanding officers of these stations regarding Air Corps supplies and equipment.

Major J.H. Doolittle, Air Reserve, always a welcome visitor at Wright Field, where is well known, spent several days here recently while enroute to Selfridge Field for two weeks' active duty. His present home is St. Louis, where he is connected with the Shell Petroleum Corporation.

Lieut. C.H. Caldwell ferried here a Douglas Y1C-21 amphibian from Santa Monica, Calif. He reported a smooth but lonesome trip, as he was unaccompanied all the way with the big cabin ship.

Capt. Clements McMullen and Lt. J.D. Corkille returned from the Miami Air Races where they put on a night flying exhibition with fireworks.

Mr. Paul E. Garber, Curator of the U.S. National Museum, Washington, spent several days here recently studying Materiel Division projects.

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#### DEATH OF COLONEL BANE

Col. Thurman H. Bane, U.S. Army, Retired, alluded to by many as the father of the Engineering Division in the early days of the Air Corps, died in New York City on February 22nd. Born in San Jose, Calif., Col. Bane was graduated from West Point in 1907. He served in the Cavalry, Ordnance Department and the Field Artillery, and was transferred to the Aviation Section, Signal Corps, with the rank of Major, in May, 1917. In that year he was placed in charge of the Technical Section of the Bureau of Military Aeronautics, and later he was assigned to duty at McCook Field, Dayton, Ohio, as Chief of the Engineering Division. Colonel Bane was well versed in aeronautical engineering and many important developments in various phases of aviation were brought about through his keen enthusiasm, untiring energy and devotion to the profession which was so close to his heart.

Ill health was the cause of Col. Bane taking advantage of the opportunity to retire, under special legislation, after 15 years' service. He became affiliated with commercial aviation on going into civil life in 1922, and at the time of his death was Vice President of the American Airways, Inc.

Col. Bane was buried with full military honors at West Point, N.Y.

Bolling Field, D.C., February 10th:

During the first part of February, Lieut. James A. Willis, Jr. soloed by automobile to the United States Military Academy at West Point. Capt. McDaniel and Lieut. White, from the Office, Chief of the Air Corps, preceded him by rail.

Capt. McDaniel gave the First Corps of cadets two lectures on the new Training Center at Randolph Field, after which the three of them, with the assistance of the different Air Corps officers on duty at West Point, talked to the cadets informally, answering any and all questions. From all reports, the three apparently enjoyed their stay at the Academy very much. After much debating on the part of Capt. McDaniel and Lieut. White, they decided to accompany Lieut. Willis on the return trip to Bolling Field.

The director of the Traffic Bureau of Bolling Field has required all the officers, enlisted men and civilians to pass a rigid inspection of their cars. Lieut. Ronald A. Hicks, in addition to his regular duties as Air Corps Detachment Commander, was appointed to fill this responsible position. In the future, it is hoped that the motto of Bolling Field will be "Bigger and Better Cars". Incidentally, the tags now used are quite good looking, the plate being blue and the number and words "Bolling Field" yellow.

Kelly Field, San Antonio, Texas, Feb. 25th:

Flying Cadet William M. Miller, who was on furlough awaiting training with the next class, was found in his automobile, on the Kelly Field reservation on the night of Feb. 21st with a bullet wound in his head. He died from the wound the next day. The circumstances of his death have not been cleared up. Funeral services for Cadet Miller were held at Kelly Field Feb. 24th, and his body shipped to Lexington, Ky., accompanied by Charles Hart Miller, brother of the deceased.

Maj. William E. Kepner, who graduated from the Advanced Flying School Feb. 26th, received orders for duty at Wright Field, Dayton, Ohio.

Lieut. Edgar T. Selzer reported to Kelly Field and was assigned to the 40th School Squadron for duty as Engineering Officer.

Capt. Perry Wainer was assigned Director of Ground School at the Air Corps Advanced Flying School, effective March 1st.

Capt. Max. F. Schneider departed for his new station, Middletown Air Depot Pa.

Pvt. Jesse C. Brown, 41st School Squadron, was transferred to the 67th Service Squadron at Randolph Field.

Pvt. Jesse L. Madden, 40th School Squadron, departed for Chanute Field, Ill. to take a course in Radio.

Cpls. Elliott and Pruett, 40th School Squadron, purchased their discharge.

Mather Field, Mills, Calif., Feb. 10th:

All available airplanes from the post joined for three days in the search made by Mather, Crissy and March Fields for Lieut. Hoffman, who was lost on Feb. 2d in the Sierras east of Bakersfield.

55th Pursuit Squadron: Lieut. C.E. Crumrine, Commanding Officer of the 55th, returned to duty after several weeks at Letterman General Hospital. In his absence the squadron carried on its work under command of Lieut. M.D.S. Steensen.

Due to the shortage of flying time, training for the past month consisted of tactical problems calculated to use to the best advantage the few hours available. Pilots are chafing somewhat under the strain of inactivity and are considering hopefully the prospect of more time in the near future.

The 55th's team did not lose a single game in the inter-squadron basketball tournament just completed, and at the last game of the series received from the hands of Maj. Tinker, Commanding Officer of the Post, the silver cup donated for the purpose by a local sports dealer.

The squadron is looking forward eagerly to the arrival of the new P-12E's with which it is to be equipped.

77th Pursuit Squadron: This organization spent the last two weeks of the month in Aerial Gunnery and Bombing. The veterans of the squadron proved again their skill by repeating the scores which made them experts last year. New gunnery and bombing ranges were installed in preparation for the season record practice which began the 1st of February.

Lieut. Hopkins proved his genius and imagination through his improvements of the squadron mess hall and area. Shrubs, trees, and a picket fence lend beauty to the surrounding area, while painting, curtains and the construction and installation of kitchen improvements add to the comfort, efficiency and aesthetic betterment of the mess proper.

The squadron armament section received eight new M-2 machine guns for service test. Four were installed on planes just received from the depot and tests will be conducted in conjunction with the gunnery practice of the organization.

Patterson Field, Fairfield, Ohio, Feb. 16th:

Lieut. R.L. Williamson in a Y1C-14 ferried freight to Selfridge Field and returned, carrying as passengers Capt. B.F. Lewis, Lieuts. G.V. McPike, D.R. Goodrich, C.S. Irvine and C.O. Perry, who ferried airplanes to that field on Feb. 11th. A line squall forced the transport considerably off its course and the pilot landed in a small pasture near Mt. Vernon, Ohio. Due to the heavy load and the condition of this field, the passengers were forced to return to Fairfield by rail. The pilot was able to bring in the empty plane without further difficulty.

Maj. A.L. Sneed, Commanding Officer, ferried an O-25 to Maxwell Field, Ala., Feb. 8th; Lieut. G.V. McPike an overhauled O-19 to Pope Field, N.C., Feb. 7th; Lieut. Zeigler a P-12 to Selfridge Field; Lieut. M.B. Asp, supplies to Selfridge Field, Feb. 8th; Lieut. R.L. Williamson, a load of supplies to Maxwell Field, Feb. 5th; Lieut. C.S. Irvine flew a BT-2 to Ft. Wayne, Ind., and Lieut. F.M. Zeigler a Y1C to Chanute Field, Feb. 9th. While at Pope Field, Lieut. McPike made the Depot quarterly inspection and returned in an O-19 which was due for overhaul.

Lieut. P.W. Timberlake, reporting for duty from Panama, Feb. 13th, was assigned to the Engineering Department.

Sgt. Lewis D. Logan, A.C. Det., Ft. Leavenworth, Kans., reported here Jan. 30th for temporary duty to receive instruction in Depot Supply work.

A "Hard Times" Party was given by Lieut. and Mrs. W.G. Smith and Lieut. and Mrs. R.L. Williamson on evening of Feb. 13th, at the Officers' Club for about 80 guests.

Among cross-country visitors to this station during the past two weeks were Feb. 9th, Capt. Mann and Sgt. Ossler, Chicago; Lieut. Bowman and Cpl. Hayes, March Field; Lieuts. Campbell and Huffman, Lunken Airport; Lieuts. Maxwell and Morgan, Stout Field; Mr. Kohlman in a Stinson; Messrs. Miller, Weaver and Snyder in Waco planes - Feb. 5th, Lieuts. Brown and Nichol, Detroit; Lieut. Caldwell and Sgt. Vickery, Stout Field, and Lieut. Hart, Lunken Airport - Feb. 1st, Maj. Cone and Mr. Neff, Little Rock, Ark. - Lieut. Whitten and Sgt. Piffer, Lieut. Easton and Pvt. Eitlington, Chanute Field, Feb. 6th - Feb. 7th, Lieut. Strunk, Selfridge Field - Feb. 8th, Maj. Cook, Schoen Field.

Ferrying planes to this station for repair or overhaul were Capt. Gill, Cleveland; Lieuts. Schott and Schlatter, Selfridge Field, Feb. 12th - Lieuts. Johnson and Selby, Scott Field, two O-19's, Feb. 8th - Lieut. Brown, Candler Field, Ga., and O1-B - Lieut. Landers and Sgt. James, Maxwell Field, a Y1C, Feb. 1st.

On Feb. 5th, Capt. Herold, Lambert Field, ferried a BT-1 to his home station.

Patterson Field, Fairfield, Ohio, March 2d:

Maj. Malcolm C. Grow, Post Surgeon, accompanied Capt. Edwin R. Page, of Wright Field, to Walter Reed General Hospital, Washington, D.C., on Feb. 20th. Departing in a C-4 Transport at 9:30 A.M., they arrived at Bolling Field at 12:55 P.M. Just four hours from time of departure from this station, Capt. Page was admitted to the hospital, the trip being made without detriment to his condition.

Flights to Maxwell Field, Ala., were made by Capt. B.F. Lewis, Feb. 17th, ferrying supplies; by Lieut. M.B. Asp, Feb. 17th, ferrying an overhauled P-12C and bringing back an O-25 for major overhaul; by Lieut. C.S. Irvine, ferrying an overhauled P-12C and bringing back a P-12 for major overhaul, and by Lieut. Asp, Feb. 29th, ferrying a full load of freight and returning March 1st, also with full load of freight.

Lieuts. P.W. Timberlake ferried Air Corps supplies to Selfridge Field, Feb. 23d; G.V. McPike to Chanute Field, Feb. 24th, and F.M. Zeigler to Scott Field,

Feb. 26th.

Cross-country missions were flown by Capt. H.A. Bivins, Technical Inspector for the Fairfield Depot Control Area, Feb. 23d, to Bolling Field, and by Lieut. D.R. Goodrich with Capt. H.W. Flickinger to Selfridge Field, Feb. 24th.

A number of war-time temporary buildings were recently salvaged by a wrecking company, and since they were torn down and cleared away the appearance of the grounds were greatly enhanced.

Maj.-Gen. John F. Preston, The Inspector General of the Army, and Maj. Frank C. Mahin, I.G.D., arrived Feb. 19th to make the annual inspection.

Among visitors to this station the past two weeks, the following were noted: Capt. Palmer, Chicago, Ill., Feb. 17, in a O-17 for major overhaul - Capt. Herold, Lambert Field; Col. Mars and Capt. Hamilton, Chanute Field, and Lieut. Fernander, Scott Field, Feb. 18th, ferrying planes for major overhaul - Capt. Day, Ft. Leavenworth, Kans., Feb. 24th, ferrying a PIB for major overhaul - Lieut. Pratt, pilot, Sgt. Taylor, passenger, and Lieut. Bisson with eight passengers, en route to Langley Field via Bolling Field - Lieut. Downey with nine passengers Mitchel Field, to Bolling Field on cross-country mission.

A flight of Illinois National Guard O-38 planes, with Capt. Mann leading, arrived here Feb. 19th. This was a night cross-country training flight for five National Guard officers. They returned to Chicago the next day.

#### San Antonio Air Depot, Duncan Field, Texas, Feb. 13th:

This Depot had the pleasure of a brief visit from Col. C.C. Culver, of the Office of the Chief of Staff, Washington, who stopped here over night for servicing of the O-38 he was piloting from the West Coast to Bolling Field.

1st Lieut. Edmund C. Langmead, Wright Field, visited this Depot Feb. 6th and 8th. This visit was in connection with an extended cross-country tour being made by him of various Air Corps activities in the West, Southwest, and South, for the purpose of conferring on the maintenance of supplies and equipment and coordinating matters pertaining to the Materiel Division.

Lieut. Donald E. Fritch, of this Depot, returned from an extended cross-country trip, in which he ferried an A-3B plane from the Depot to Edgewood Arsenal, Edgewood, Md., and from there ferried an A-3, by way of the Middletown, Pa., Air Depot, to Kelly Field.

Airplanes and engines were overhauled and repaired by the Engineering Department of the San Antonio Air Depot in January, as follows:- Airplanes overhauled: 2 A-3, 3 A-3B, 3 O-2H, 4 O-19B, 1 P-1C, 1 P-1D, 4 P-1F, 3 BT-1, 5 BT-2B, 1 PT-2, 2 PT-3, 5 PT-3A; total, 34. Airplanes repaired:- 3 A-3B, 1 O-2J, 8 O-19B, 1 O-38, 1 PT-3, 1 PT-3A, 1 C-7A, 1 23/AE, 1 24/NV; total, 18. Engines overhauled:- 12 R-790, 6 R-1750, 3 V-1150, 10 R-1340, 3 R-1690, 3 R-975; total, 37. Engines repaired:- 1 R-790, 7 V-1150, 5 R-1340, 7 V-1650, 2 R-1750; total, 22.

#### 36th Div. Aviation, Texas Nat'l Guard, Houston, Feb. 10th:

Flying activities of the 111th Observation Squadron lagged the last two weeks of January, due to flying time allotment being nearly consumed during the first two weeks of the month. However, one consolation is that the pilots who consumed their flying time get plenty of practice with the radio.

Our training program is being adhered to and progress is rapidly being made in puff target work. We are still waiting for the sun to do its part in order to carry on the photographic work. Approximately five hours training was given in blind flying.

Maj. Blackburn returned from Santa Monica, Calif. with a new O-38B. It is hoped that he gets a few more opportunities for such trips.

The social activities of the Officers perked up with the appointment of a social committee which immediately began to function. A dinner-dance in honor of Maj. and Mrs. Blackburn, held in the Spanish dining room of the Lamar Hotel, was a success. It is our intention to have an Officers' Club social function once a month from now on. Any officer who happens to be in Houston when one of these affairs is about to take place is cordially invited to attend.

The Squadron Basketball team got off to a bad start by losing two games but then won three out of the next four, and things look good for a successful season after all.

Selfridge Field, Mt. Clemens, Mich., Feb. 26th:

Six of the ten members of the Roumanian Olympic Bod-sled team who visited Selfridge Field on Feb. 19th are members of the Roumanian Air Corps. Maj. Brett made a special effort to show these officers the new construction about the post, as well as the new airplanes recently received. They were greatly impressed by the appearance and performance of the new P-12's.

2nd Lieut. Walter N. Pharr, Air Res., returning from Middletown Air Depot on a navigation training flight, Feb. 1st, was injured when his P-6A crashed near Carlton, Mich. He received a broken jaw and cuts about the face. He spent the night at the Monroe, Mich., hospital and returned to the Field the next day. An accident investigating committee will seek to ascertain the cause of the crash.

The first game of the recently organized Post Basketball team was against the Port Huron Junior College team which took the short end of a 16-9 score. The strong defense displayed by the visiting Selfridge team had their opponents baffled at all times, Port Huron scoring only one basket from the field, the other points resulting from free throws due to fouls. In the second game of the basketball season, Feb. 25th, in the Selfridge gym, the Post team defeated Ft. Wayne, 44 to 11. After the first few minutes of play there wasn't the slightest doubt as to which was the better team. The stellar playing of Free-lund at forward and Everett at center featured the contest. The guards, Schmitt and Bates, were especially formidable.

Harry Wilson, already famous as the inventor of the "Wilsonbury Circle", further distinguished himself recently by creating a new type of landing. This novel maneuver is to be performed entirely at night and in the absence of any spectators. As yet, he has issued no statement, nor has he given any rules concerning the crack-up.

Harry was testing some landing lights on a P-12C, when he received the creative urge to make a new type of night landing. Turning out the landing lights, he descended to the ground, perpendicularly, from the height of twenty feet. The landing gear, totally unprepared for the shock, gave away and left the inventor stranded out in the middle of the field. Quizzed concerning the event the next morning, Wilson was noncommittal and would only say that he had taken off the night before and then landed.

17th Pursuit Squadron: The month opened in mournful fashion for the fighting 17th; even pay day couldn't cheer us up. We knew our old and faithful P-12's would be taken from us, but we clung to the faint hope that the powers-that-be would change heart at the last moment and maintain the status quo for the 17th by means of a moratorium-or something. Feb. 3d, a whole gang from the 36th came down the line to the 17th hangars, took the ships out and as they were rolled away, Capt. Hoyt removed his hat and muttered sadly into his beard, while we all followed suit, down to the lowest ranking new recruit, and the rankest beard.

The only light in the gloom was the addition of two new names to our pilot's roster - Lieuts. Sillin and French, both good lads with experience behind them. "Frenchy", especially, is an old-timer around here, having been at Selfridge longer than anyone else on the field among the commissioned personnel. Sillin is a good addition, because of the inside scoops he can give us on the Sino-Japanese situation. He hasn't been with us two days before he had obtained and disseminated "Confidentially" of course - the info that a secret radio arrived telling of the sinking of two American destroyers in Shanghai harbor. Every morning he brings new and better rumors, each one a masterpiece of gaudy and lurid imagination. He ought to be a headline writer for some questionable journals.

Four squadron members are due for congratulation, Lieuts. Putt, French, Ryan and Sillin being among those sent to Seattle to ferry new P-12E's back here.

During several days in the middle of the month, the 17th managed to muster enough planes for a fifteen-ship formation. Composed of P-6A's, P-6E's and a couple of P-12D's, left us by mistake, it was a weird looking formation, but worked surprisingly well, until we tried a dive. Then the P-12's trailed far behind like tired pigeons. Some day we hope to receive our full allotment of P-6E's, and have them in commission. So far the ones we have were on the ground most of the time with broken tail posts and what not. But the Curtiss people are making changes which we expect will cure the troubles.



94th Pursuit Squadron: As the writer sits and ponders on what news to hand out, Lieut. Carl R. Feldmann comes through in a "pinch". He not only offers a suggestion, but goes right out onto the old flying field and gives us a demonstration of just how it should be done. Here's the dope:

Carl jumps into the P-5 for a test flight, taxies out and "gives her the gun". Off comes a wheel and up goes Carl on his nose, or rather on the ship's nose, - he didn't hurt his own nose at all (tough luck). Carl is still out there on the field, and I can see him throwing out his chest with pride every now and then. We will have to wait until next month for Carl's own story of the affair.

The 94th does most of its flying on the ground these days, so we have time to do lots of painting on the new ships. All of them are out of commission, pending a change in the tail skid assembly.

57th Service Squadron, A.C.: With all four of the new hangars at Selfridge Field over - flowing with sleek Pursuit ships, the 57th Service Squadron's flying section was forced to move its brood of orphan planes, a Ford C-4, a Fokker Y1C-14, an O-19 and two PT-3's, to the new, but unheated Air Corps Assembly building. The move necessitated the building of a temporary road of old hangar doors from the flying line across the main road to the new home. Every trip across the road is an adventure. It sags badly, nails work through continually, and its sole support is the ragged, frozen ground. Men on the line are awaiting the spring thaw with interest.

Heat was promised for the Air Corps Assembly building and the Aero Repair and Machine Shop building by March 1st. Plans are completed to install new machinery and equipment and start operation without delay. Both the machine shop and the carpenter shop will be completely equipped and prepared to do any sort of work.

With all of the work involved in such mass moving, other Service Squadron activities have not slackened. There are still forced landings to be visited and crashes to be retrieved. The only noteworthy change was in Lieut. H.T. McCormick's method of approaching a forced landing or a wreck. Heretofore he jumped into his shiny Hudson Eight with a bursting sense of duty, and proceeded with all haste to the scene. A series of unfortunate incidents, including an expensive trip to Monroe, and boggings in the fields around Mt. Clemens changed all of that. Now he walks to his wrecks.

27th Pursuit Squadron: February's outlook was of the customary depression dreariness: No flying time, no cross-countries, no luck. Then the depression lifted and for once the panic failed to follow. The Squadron turned in its quota of cross-country requests and had same approved. Formation flying again became the accustomed thing.

The 27th Squadron, long noted for its accurate diagnosis of trouble, again proved its accuracy. Lieut. Day, one of our stellar Reserves, was forced down while on cross-country. Not content with wiring that his motor had frozen, Lieut. Day, with uncanny ability, ferreted out the trouble and wired: "Forced down near "Podunk" stop Ship needs Revs." The Engineering Department immediately shipped the necessary revs and everyone is happy.

Capt. Blessley, Lieuts. Culbertson, Griswold, Wright, and Smith made a trip to Seattle for new Boeings.

Capt. Blessley and Lieut. Ramey made a trip to St. Paul to test skis for airplanes.

Lieut. Todd returned from leave spent in San Antonio.

Lieut. Allemang was relieved from active duty, having faithfully served his eighteen months.

36th Pursuit Squadron: The 36th won the undisputed basketball championship of Selfridge Field when it "clinched" its string of victories by decisively defeating the Headquarters Detachment team, 35 to 11. This being the final game of the season, the Squadron was left with the enviable record of ten victories, no ties and no defeats.

The unusual showing of the 36th's basketball outfit is all the more worthy of mention because this is the second season this organization participated in basketball. The Squadron itself was made active at Selfridge Field less than two years ago.

As a tribute to the team for such a splendid record, the Squadron tendered the players a banquet in the organization mess hall on Feb. 24th. Maj. Brett, the Post Commander, with his staff, all Squadron Commanders and the officers of the 36th attended.

The regular members of the team were: 2nd Lieut. Weber, Staff Sgt. Howard, Cpl. Everett, Pvts. Algren, Harvey and Brown.

Nichols Field, P.I., Jan. 13th:

6th Photo Section: The Section is at present busily engaged in preparing a Mosaic of Ft. Stotsenburg, Pampanga, P.I., for the Maneuvers of the Philippine Division, slated to begin on Jan. 7th.

2d Observation Squadron: Considerable time was run up this month, most of it in cooperation with other branches of this Department.

"Believe it or not" - Some of the officers wish that they had winter flying suits to use these days.

This squadron is now well supplied with airplanes, having fourteen observation planes and three Sikorski's.

66th Service Squadron: During the past year, this squadron was winner in the following inter-squadron events: Baseball, basketball, volleyball, bowling (2d place).

At the present time the squadron is leading in the inter-squadron baseball league, winning all five games played, four of them by the shut-out route.

During the recent Department Athletic Meet at Ft. William McKinley, P.I., on Dec. 18 - 19, the 66th Squadron was well represented in the aquatic events. Pvt. 1st Cl. Urben took first place in the 220 yd. Breast-stroke, and Pvt. McDermott, took second place in the one mile swim and another second place in the 440 yd. swim, and was a member of the relay team that took third place in the 1600 meter swim.

Altogether, this squadron had a very prosperous year, and no little credit is due to our Squadron Commander, Capt. Vernon L. Burge, our Squadron Adjutant, 1st Lieut. John H. McCormick, our Supply & Athletic Officer, 1st Lieut. James S. Stowell, A.C., and 1st Sgt. James S. Grisham.

103d Observation Squadron, Penna. National Guard:

The new Armory of the 103d Observation Squadron at the Philadelphia Airport, Philadelphia, Pa., accepted by the State and turned over to the outfit is truly modern and answers the long felt need of the Squadron for a proper home. For the past eight years, the Air Corps drilled in a Cavalry Armory and while the Air Corps may be OK in a back seat they are not much good on a horse. The following officers are members of the Squadron: Maj. John S. Owens, Commanding Officer; Capts. George R. Dickens, Operations Officer; John V. Dallin, William C. Gallagher, George Logan; 1st Lieuts. Ralph J. Bradford, Adjutant; Raymond L. Jablonski, George E. DeCoursey, Edward G. Pennock, Samuel Brenner, Arthur S. Cox, Robert Glendinning, Jr., John Vickers, Howard G. Kurtz, Jr., Alberto H. Santa Maria, John A. Hawkins, Edgar M. Scattergood, Jr., Edgar G. Carlisle, Jr., Lawrence S. Semens.

The Squadron is truly a League of Nations in itself, having among others: 2 British, 2 Canadians, 1 German, 1 Syrian, 1 Polander, 1 Cuban, 1 Jewish and last, but not least, 2 Irishers. Of course Lieut. Jablonski has been trying to change his name to SHARKEY, but Logan and Gallagher can't see it.

Our most distinguished Legioneer, Capt. Nasief, who during the great war was a First Lieutenant in the Syrian Camel Corps, still has a hard time keeping away from his old friends at the Zoo.

In closing, the Squadron desires to invite all members of the Air Corps and National Guard to visit at any time. Hope to see many visitors within the next few months.

Brooks Field, San Antonio, Texas, March 1st:

Probably no Air Corps tactical organization ever faced a situation, so far as flying is concerned, that now confronts the 12th Observation Group.

The condition referred to goes back to the concentration of this Group. At the beginning of the fiscal year, 1932, the Tactical Squadrons which later made up this Group were allotted individually certain flying time, based on their strength at that time, and roughly at the rate of 180 hours per year per pilot (the allowance as set down by the Office, Chief of the Air Corps, as the allotment for an Observation pilot). In a similar manner, an allotment of time was made the Air Corps Training Center, from which time there was allotted the School at Brooks Field a certain number of hours. In the latter part of October and the first of November, the 12th Observation Group was concentrated at Brooks Field, the Primary Flying School at that time having moved to Randolph Field,

leaving at Brooks Field 21 officers and 2 Service Squadrons, but taking with them their entire allotment of flying time.

The 88th Observation Squadron from Ft. Sill had taken from its limited allotment, 720 hours which was left with Flight E, 16th Squadron, which had been organized at Ft. Sill. There being no additional flying time available, this Field was required to take the remaining hours originally assigned the three tactical squadrons, the 12th, 22d and 88th Observation and "spread" this time over its entire personnel. Unfortunately, the War Department Training Directive did not reach the 12th Observation Sqdn., then stationed at Dodd Field until approximately 600 hours of their time had been used up for missions of the 8th Corps Area which were not part of the Training Directive.

By Feb. 1st, a total of only 4,585 hours remained for the organizations of the 12th Observation Group for the period Feb. 1st to June 30th, or a total of 8 hours and 20 minutes per officer per month for this period. From this total must be deducted, in accordance with instructions from the Corps Area, 70 hours allotted the 2d Division for May 10-31 Maneuvers, and 100 hours allotted the 1st Cavalry Division, March 4-12 Maneuvers. This time was held to an absolute minimum and is below that which it should have properly to carry out its normal missions with other troops. The time to and from these Maneuvers are included in this total of 170 hours.

For gunnery and field training for the three tactical organizations and the entire commissioned personnel, 2160 hours must be reserved which, added to the 170 hours, makes a grand total of 2330 hours for maneuvers, gunnery and field exercises. Deducting this total from the 4,585 hours remaining on Feb. 1st, leaves 2,255 hours, or 4 hours, 20 minutes per officer pilot per month for the period February 1st to June 30th for all flying training.

That this allotment of time per pilot will not remain fixed is obvious, as this organization will very probably receive a number of officers from the recently graduated class at Kelly Field. The War Department Air Corps Training Directive can be only partly carried out. Cross-country training, which is recognized throughout the Air Corps as the most valuable, except where it can be covered in a training mission, has become a dead issue at this Field. The situation in general is not disheartening to the flying personnel. When they see their brother officers of the surrounding fields ordered on cross-countries, and getting around 20 hours per month, it is hard to understand. Flying efficiency in this Group, as a result of the above, must suffer.

Brooks Field is represented in the March 2d Class, Air Corps Primary Flying School, Randolph Field, by Cpl. Fred. O. Tyler, 12th Obs. Sqdn., who will train in grade, Pvts. William A. Gay, 58th Service Sqdn. and Theodore F. Kellen, Jr., 62d Service Sqdn., appointed flying cadets.

1st Lieut. Armor Heffley, who reported at Brooks Field from Mitchel Field for duty, and will relieve Major Harry H. Young as Commanding Officer of the 22d Obs. Sqdn., was formerly stationed here in 1926, as Flying Instructor at the Air Corps Primary Flying School.

2nd Lieut. E.H. Rice, E.& R. Officer, and Adjutant of the 62d Service Sqdn., will depart shortly for Porto Rico to spend two months visiting the family of his father-in-law, Lieut.-Col. Lopez.

In the first boxing tournament to be held at the Post, Brooks Field staged a series of elimination matches on the evening of Feb. 26th before a capacity crowd, composed of both civilians and army personnel, which filled one of the big hangars of the Field. As a result, seven men were selected to form the team to represent Brooks Field in bouts to be staged between the various army contingents, 8th Corps Area at the War Department Theatre.

Maj. Frank D. Lackland, Commanding Officer of Brooks Field, took the occasion to award the championship Post Basketball Trophy to 1st Lieut. O.L. Rogers, Commanding Officer of the 58th Service Sqdn., whose team was declared winner of the 1932 Brooks Field Basketball Tourney.

Much credit for the success in promoting boxing as a major sport at Brooks Field is due 2d Lieut. Carl A. Brandt, who introduced boxing at the Field and coached the aspirants for ring honors.

Brooks Field added another Major to its rank of officialdom in the promotion on Feb. 26th of Capt. Harry Herman Young. Major Young on March 1st relinquished command of the 22d Obs. Sqdn. to 1st Lieut. Armor Heffley, and assumed the office of Executive of Brooks Field.

Major Young was born and educated in Germany. Prior to the World War he spent eight years with the New Jersey National Guard and entered the War with

that organization. He was transferred to the Air Corps in October, 1917, and as Aerial Observer with the 8th Observation Squadron, and later as Operations Officer with the 354th Observation Squadron, he saw World War service overseas at Amanty, Ourches, Toul and Saizaires.

Returning from overseas service, he organized the 4th Observation Squadron, and took it to Hawaii. Returning from Hawaii, he was stationed at Kelly Field. He was subsequently transferred to Brooks Field to receive training as a pilot; graduated in September, 1924, from the Air Corps Advanced Flying School, and was then appointed a member of the Air Corps Board, with station at Langley Field, Va.

In 1926, Maj. Young was placed on the Detached Officers' list and assigned to duty as instructor for the Air Corps Unit of the Missouri National Guard. From there, he was ordered to the Air Corps Tactical School, and was graduated in 1931. He came to Brooks Field on Aug. 13, 1931, and assumed command of the 22d Observation Squadron.

Maj. Young, by his widely varied experience in the different branches of the Air Corps, comes to his new position as Executive of Brooks Field well fitted to undertake the many detailed duties incumbent upon the trying job of first assistant to the Commanding Officer.

Friends of Chaplain Claude S. Harkey, stationed at Brooks Field will be glad to know of his recent promotion to Major. Since the Chaplains Corps comprises but 125 Officers, to attain one's majority is something of an accomplishment and an honor. Chaplain Harkey is a graduate of Vanderbilt University, and a post-graduate of Chicago University. Entering the Chaplains Corps Jan. 7, 1918, he served at Ft. Brown; Ft. Sam Houston; Corozal, Canal Zone; Ft. Crook, Nebr., and received assignment to Brooks Field, Feb. 1929, making a mutual transfer with Chaplain Harkins.

To foster a greater sympathy of purpose and cooperation between line officers and those of the Air Corps, in compliance with War Department Air Corps Training Directive, a number of officers of Ft. Sam Houston served two-week details of duty at Brooks Field, viz. Maj. Edmund B. Edwards and 2nd Lieut. George W. Gibbs, both of the 15th Field Artillery and 2nd Lieuts. Louis V. Hightower and Camden W. McConnell, 12th Field Artillery. Capt. Robert W. Patterson and 2nd Lieut. William L. Fagg, 23d Infantry, and 2nd Lieut. Frank Kowalski, Jr., 9th Infantry, began their temporary duty of two weeks with the 12th Observation Group on Feb. 15th.

When an Air Corps Reserve officer enters active service, upon graduation from the Air Corps Advanced Flying School at Kelly Field, it is always with the hope that "the breaks" will be in his favor to the extent that he may be granted permanent active status. However, the Five-Year Expansion Program is about to be terminated, and this dream of the young officers cannot be realized. But in some instances, extension of the Air Reserve duty mitigates in a measure the disappointment.

In War Department Special Orders of Feb. 4th, 2nd Lieuts. Charles T. McKinnie, George F. Keene, Jr., Fielden A. Creech and Donald M. Kesler, Air Reserve, are granted three months' extension of active service, effective March 2, 1932. Through a peculiar quirk in circumstances, in each case active duty is terminated Feb. 28, 1932, necessitating that the four officers revert to civilian status for a period of two days, after which they again don the gold bars and Sam Browne and become officers of the United States Air Corps.

Lieut. Edmund Langhead, instructor in flying at the Primary Flying School when it was at Brooks Field, arrived from Wright Field, Dayton, Ohio, to conduct an inspection for the Materiel Division. Another former instructor in flying at Brooks Field, who recently spent a few days here was 2nd Lieut. Claire Stroh of Post Field, Ft. Sill, Okla.

2nd Lieut. C.S. Tidwell, Air-Res., who has been on active service status for 16 months following his graduation from the Advanced Flying School and who, since the arrival of the 88th Observation Squadron, served as Operations Officer for the Squadron at Brooks Field, left for his home in Atlanta, Ga., Feb. 11th, having reverted to civilian status.

With the approach of the "gladsome Spring", Brooks Field officers are casting fondly speculative eyes toward Matagorda Island. Throughout the mild winter experienced by people in this vicinity, a number of cross-countries were made to the Island, but now that fairer weather and a more even trend in temperature are prevailing, applications for cross-countries to the fishermen's paradise are outnumbering all other applications.

Sgt. Clarence E. Hammerly, 22d Obs. Sqdn, was detailed as Sgt.-Instructor to the 35th Division Aviation, Missouri National Guard, at Robertson, Mo.



# News Letter

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Insurance for Air Corps  
High Altitude Flying  
Students on Basic Training  
Lufbery Hall at Selfridge  
Rockwell Supply Depot



Bob Fitzgerald  
Wright Field

ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

April 8, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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#### THE JOINT MANEUVERS IN HAWAII

**G**RAND Joint Exercise No. 4, which presumed an attack on the Hawaiian Islands by a Blue Expeditionary Force to effect their recapture, was just brought to a successful conclusion, especially from an Air Corps point of view. As a matter of fact, the entire exercise, which lasted for eight days, effectively demonstrated to all observers the fact that the initial steps, at least, of the next great war will be fought and won in the air.

Following this introductory paragraph, the News Letter Correspondent goes on to say that for seven days all activities, on both Blue and Black sides, were confined to operations of planes, submarines and carriers. Commencing February 7th with an overwhelming air attack of 172 airplanes launched from the "Lexington" and "Saratoga" before daybreak, each succeeding day saw some new phase of air operations.

The dawn attack of the combined carrier planes from the Fleet on the opening day was directed against Luke and Wheeler Fields and was an impressive demonstration of the technical skill and flying ability of the Naval aviation. Squadron upon squadron, without the slightest hitch or deviation, went directly to their objective, and had the Black defending planes been present on their airdromes or in their hangars, the umpires would have undoubtedly ruled them all destroyed or damaged. As it turned out, however, all Black planes, except for some undergoing overhaul in the Depot, were smugly hid away on outlying fields, where every possible use was made of natural cover and camouflage to conceal them from view. Only two Attack planes of the active Black Air Force were ruled out as a result of the first day's maneuvers. However, 15 dummy planes, consisting of obsolete wings and tail surfaces, had been assembled by the Hawaiian Air Depot and placed in echelon formation on the Luke Field air-drome at dusk the preceding day. These dummy planes were ferociously attacked by the Navy Squadrons, and one could well imagine the damage that would have been inflicted in real war and had there been real planes there.

No attempt was made by Black to effect an air counter attack against the overwhelming (about 2 to 1) numbers of Navy planes, and as no damage had been done to the Black Air Force, it remained, with exception of reconnaissance missions, in concealment during the day.

At daybreak the next morning, when the Blue Air Force returned to attack with machine guns and bombs all outlying airdromes, they again found no targets, as the entire Black 18th Wing had concentrated in the air at high altitude over Kahuku Point a half hour before the Navy attack materialized. It was intended to follow the Navy attacking force back to their carriers, if possible, but this was prevented by rain and low visibility.

During the morning, reports from the Black Observation planes and Military Intelligence confirmed the presence of 31 Blue seaplanes of the "PK" and "PD" type at anchor in Hilo Harbor. Intensive air reconnaissance of the sea areas showed no enemy carriers in the vicinity of the islands to the South or within 75 miles of Oahu - the weather was bad, with intermittent rain squalls and low visibility favoring a surprise attack. At 1:15 P.M., the 26th Attack Squadron was ordered to attack the Blue Base at Hilo to destroy the seaplanes at anchor. The attack arrived over Hilo at 4:20 P.M., after a flight of 250 miles and without encountering any enemy opposition, except for anti-aircraft fire from a cruiser about 10,000 yards away. After attacking the seaplanes, whose crews were ashore, the Squadron proceeded to bomb Hilo Airport, and then headed for Oahu, where they landed at 6:20 p.m., after a non-stop flight of over 500 miles.

The successful completion of this attack, over sea and in bad weather, against a distant enemy, indicates the offensive power of a well trained Air Force. As a matter of fact, the weather conditions were so bad that no commercial planes ventured out that day and Blue frankly admitted that no attack from land planes was expected under the conditions. In time of war, there is

little doubt but that all the anchored seaplanes would have been sunk or put out of commission by the rain of bullets and bombs. Those observers who have seen the 26th Squadron at target practice have no illusions about the efficacy of their aerial gunnery and bombing.

An hour before dawn on the 9th, the Wing again was in the air over Pearl Harbor. At 6:50 a.m., a message from one of the Luke Field patrol planes, giving the location of the Blue carriers about 55 miles off Barbers Point, was relayed by radio to the Bombardment Squadrons in the air, and they immediately proceeded to the attack. On the way out to the carriers, the two Bombardment Squadrons were intercepted by 24 Blue planes, but as the Bombers had the advantage of altitude, the Naval planes were unable to intercept the attack until after the Black Bombers had dropped (theoretically) eight 2,000-pound bombs on one carrier and seven on another. In the meantime, the two Pursuit Squadrons and the Attack Squadron from Wheeler Field had a real dog fight with about an equal number of Navy fighters off Barbers Point, each side claiming the victory.

As the destruction of both carriers would have ended the maneuvers, the umpires decided that only one - the "Saratoga" - had been damaged to the extent that she could no longer be used as a carrier. Admiral Yarnell and his Staff then transferred in small boats to the "Lexington," which was ruled to have been uninjured by the rain of 2,000-pound bombs.

There were no further air activities of importance that day, although both sides carried on an intensive reconnaissance, and many Observation planes were brought down on each side. Fifty Marines landed on the Island of Maui and captured the Maalaea Airport (Territorial Airport), but as it was not in use by the Black Air Force, no results were obtained. About the same time (11:00 a.m.) three torpedo planes attacked the Black Air Observation base on Molokai, but as the Black planes were in the air, no damage was done except the loss of one of the Blue planes through a counter attack by four Black O-19's which had hidden behind the clouds while the attack on the airdrome was under way.

At about 3:30 a.m. the following morning, enemy transports were reported off the North shore of Oahu and a warning order was issued the Wing to be ready to attack the fleet. At 3:46 a.m., an Observation plane from Luke Field, using Parachute flares, definitely located the "St. Mihiel" at sea due North of Kahuku Point, and at 4:35 a.m., about two hours before dawn, the Bombardment Squadrons took off and were joined over Schofield Barracks by the Attack Squadrons. At 5:15, the Bombardment and Attack, using airways flares to illuminate their targets, effectively attacked the transports. Umpires decided the three transports had been struck with bombs. As the Bombers were each carrying 1100-lb. bombs, the results should have been satisfactory. Returning from this attack, a squadron of Blue torpedo planes were attacked and five of them ruled out by the umpires.

It might be stated here that all the air umpires, with the exception of Major Carl Spatz, A.C., were Navy fliers from the Battleship PENNSYLVANIA. One was assigned to each Black Bombardment, Attack and Pursuit Squadron and accompanied that unit in all air operations. Their impersonal and impartial rulings were most favorably commented upon by all the Senior Umpires and by the Black Air Forces themselves. Were it not for the courtesy of the Captain of the PENNSYLVANIA in loaning his fliers for this purpose, it would have been difficult for an unbiased report to have reached the Chief Umpires. It was obviously impossible for Major Spatz to be everywhere and see everything taking place.

At 4:35 p.m., Feb. 11th, one of the dusk Pursuit patrols led by Capt. Auby Strickland, located a carrier with about 60 planes on deck, approximately 75 miles North of Oahu. As the radio sets supplied the Pursuit planes over here are inefficient, this information had to be transmitted to Wing Headquarters by telephone after landing. The 6th and 19th Pursuit Squadrons were immediately ordered to attack, using 100-lb. explosive and incendiary bombs to supplement their machine guns. The units cleared at 5:45 p.m., and led by Capt. Strickland, reached the carrier just at dusk (6:21 p.m.) when they delivered a surprise attack, diving from 9,000 ft. to 1,000 ft. before releasing their bombs. The carrier turned out to be the "Saratoga." The Pursuit returned to Wheeler Field about 7:00 p.m. in high glee over having located their target nearly 80 miles at sea and having conducted what would have been in war, a devastating attack.

At 1:50 a.m. the following morning, a special patrol O-19 from Luke Field confirmed the presence of enemy vessels off the West Coast of Oahu. These vessels were kept under surveillance from that time on, using airplane flares and coast defense searchlights. At 5:25 a.m., the 18th Wing proceeded to attack the enemy transports and air forces. Small boats unloading soldiers and Marines from the "St. Mihiel" and the "Henderson" were attacked by 15 planes of the 26th Attack Squadron, while the Bombardment units dropped bombs on the transports. Soon after daybreak, the Pursuit units had their hands full with attacking Blue planes, as many as three Squadrons having been engaged in the course of as many minutes. Luke Field being under fire from the fleet, all surviving planes of the Bombardment and Pursuit landed at Wheeler Field at 7:00 a.m., for rearming and refueling. The refueling was promptly attended to by the efficient Wheeler Field personnel and a second attack on the enemy fleet was launched as soon as the prescribed 30 minutes on the ground had elapsed.

At 9:30 a.m., after conference of the Wing Commander with the Chief Air Umpire, it was decided that nothing further was to be learned from continuing the simulated attacks, and at 10:00 a.m., all planes were turned over to maintenance, and the tired but jubilant pilots went off to get some well earned rest.

Despite the fact that nearly all flying was off emergency fields, lacking the usual maintenance facilities - despite the fact that nearly all operations started in the dark and often in the rain, and that all operations were over a



choppy sea with bad weather and poor visibility, only one real casualty to the Black Forces occurred. Following the bombing attack on the carriers, about 60 miles at sea, on the morning of the 10th, one LB-6, piloted by Lieut. Lloyd H. Tull, from Luke Field, had a forced landing in the sea, due probably to a clogged gas lead to the starboard engines. Lieut. Tull made a perfect landing into the wind and, despite the rough sea, the Bomber remained afloat until the crew was picked up by the enemy destroyer "John Long," which rendered prompt and efficient rescue service. This lucky crew were furnished dry clothing and royally entertained by the LEXINGTON until the completion of the Maneuvers. It is rumored that Lt. Tull intends to transfer to the sea forces, stating he would rather occupy an Admiral's cabin any time than fly an old Bomber in nasty weather.

The Maneuvers were followed by a critique held at Pearl Harbor and attended by about 1,000 Army and Navy officers. This critique, which was presided over by Admiral Schofield, Chief Umpire, was most interesting and instructive, as all the movements and plans of both Blue and Black forces were gone into and the reasons therefor discussed. One thing was clearly brought out, and that was the fact that Oahu is a hard nut for an enemy to crack. "It is believed that the taking of the Dardanelles or of the fortress at Verdun would be child's play in comparison," says the News Letter Correspondent, and adds that "the 18th Wing bore the brunt of the enemy's attack and carried out all their operations so efficiently as to win the praise of all, including the enemy. This is a just cause of congratulation. The lowest Air Corps private will scarcely deign to speak to any commoner now, unless he has a rank at least equal to a Governor or a General or an Admiral."

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#### MATERIEL DIVISION OFFICERS LECTURE AT HARVARD

Four officers of the Materiel Division, Wright Field, Dayton, Ohio, Capt. Albert W. Stevens, D.M. Reeves, Bruce Hill and Lieut. J.F. Phillips were chosen to present at the Institute of Geographical Exploration of Harvard University four different phases of a subject to which they have devoted years of special study and of which they have become leading exponents. All lectures were delivered in March. On the 1st, 2nd and 3rd, Capt. Stevens discussed "Aerial Photography"; on the 8th, 9th and 10th, Captain Reeves, the "Uses of Aerial Photographs"; on the 15th, 16th and 17th, Captain Hill, "Photographic Mapping"; and on the 22nd, 23rd and 24th, Lieut. Phillips, "Aerial Photographic Flying."

The Institute, which was founded by Dr. Hamilton Rice, is concentrating on a study of the "development of the best technique in topographical survey and astronomical field work and the use of photography from the air in reconnaissance work, mapping, and topographical surveying." It is especially interested in the aspects of the subjects which pertain to Exploration. Captain Stevens, it will be remembered, accompanied Dr. Rice as aerial photographer on one of these expeditions into South America when the headwaters of the Amazon were explored.

The Institute is housed in a new building of Georgian architecture, and laboratories and equipment are the most complete and modern that could be devised. In a basement room is a remarkable clock vault. As one enters the door, the clock itself looms up as a 3-foot copper cylinder with a glass bell jar over the top but without dial or hands. It is one of seven of the kind in the United States. The foundation on which it stands is not part of the building, so that vibrations from passing trucks and the like which cause the building to quiver do not affect its two-foot square foundation pillar. The yearly deviation of this clock from the exact time is but four or five seconds. Many clocks are now regulated from this master clock, and it is expected that within a few years all the clocks at Harvard will be controlled by it.

The lecturers were keenly interested in the Institute, its activities, aims, and home, but no more so than the Institute was interested in what the lecturers had to offer.

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#### ANOTHER DOUGLAS AMPHIBIAN FOR THE HAWAIIAN DEPARTMENT

The second of three new Douglas amphibians, the latest type to be approved for use in the Hawaiian Department, was assembled and tested recently. The Douglas plane was the first to fly around the world, and this type represents years of progress and development from its globe-circling predecessor.

A most unusual feature of this plane is its absolutely water-tight cabin. Even were it to be absolutely submerged, not a drop of water could reach its occupants. Duralumin bulkheads and shatterproof glass in clever design allow this construction, which should prove invaluable in the event the plane should at any time be forced down on rough water.

Although it will carry nine persons at a top speed of 146 miles per hour, the twin 300 h.p. engines are highly economical in fuel consumption. When used as a commercial transport, this plane is fitted to carry 10 or 12 passengers, depending on the cabin equipment, but when it is converted for military use, part of the available space is used for radio equipment, thus limiting its capacity to nine. It is designed for a pay-load of 1845 pounds, and large fuel capacity, combined with its economical motors, give it a wide cruising range.

These Douglas Amphibians have been assigned to Wheeler Field, Honolulu, T.H.

## "BOMBING OF THE HAINES"

**R**ECENTLY the 49th Bombardment Squadron, Langley Field, Va., was afforded an opportunity to indulge in bombing practice upon a rather difficult target. It appears that an old vessel, named "Haines," which had outlived its usefulness and was being towed out to a deep watery grave by a Coast Guard cutter, was unable to withstand the strain and went down about 200 yards off Plum Tree Island in the fishing boat channel. The authorities quite rightly decided that such an obstruction in this channel was a menace to navigation. And so the 49th Squadron started to practice first with dummy bombs.

Being submerged, it was difficult to see the target from the air and, to facilitate aiming operation, a float, ten feet square, was constructed of light wood and anchored to the wreck, which was itself only 15 by 45 feet. In this first practice, the Squadron dropped five bombs per ship, and even on this first practice the wreck would have been no more had the bombs been loaded with TNT instead of sand.

On the following day, Wednesday, flying operations were confined to engineering tests and, therefore, hostilities against the "Haines" were suspended. The next morning another and final practice round of bombs was dropped, with an improvement in accuracy throughout the Squadron.

Friday morning was the crucial test. Either the derelict would be blown to bits or - well - there is no use mentioning an alternative, "because," says the News Letter Correspondent, "each one of us knew that stave wood and ten penny nails would look like redwood logs and building girders compared to what would be left of that wreck. Each of the six planes took off, loaded with two sand bombs, the three leading ships carrying four 100-pound and one 300-pound TNT loaded missiles of destruction, while the other three planes carried five 100-pounders each.

The Squadron took off at 3:00 a.m., dropped their bombs and landed at Langley Field an hour and five minutes later. As soon as the planes landed, an inspection party left the dock in a sea sled and went out to the scene of operations. They found a few splinters of wood, none of which were over six feet long. Thus endeth the "Haines."

The fact that the wreck was blown up is very pleasing, but the data on errors is, to say the least, astounding. In the Bombing Matches held at Langley Field in 1929, the average radial error, the distance from the point of fall of the bomb to the pin point center of the target, was about 200 feet. An improvement was shown in the 1930 Matches, the radial error being 194.07. A still greater improvement was shown for 1931, a cut of 45 feet for an average error of 149.6 feet being the result of the observers. This shows a steady, though slow, improvement among the recognized expert bombers of the Army, the contestants in the Matches being the team having the highest score in each squadron.

During the record bombing of the "Haines," the average radial error was approximately 25 feet, an achievement by an entire squadron which we believe to be worthy of note."

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## LOST FLYER FOUND AFTER LAPSE OF TWO MONTHS

An Associated Press dispatch of April 3rd states that the body of Lieut. Edward D. Hoffman, Air Corps Reserve, missing since February 1st, when his plane was dashed to pieces against a Sierra peak, was found that day where he had perished in deep snow. It appears that he had fought through a blizzard for four and a half miles to within a half mile of the main highway of the region and was within three-quarters of a mile of two well supplied cabins. The body was discovered in four feet of snow by Fred Ogilvie, mountaineer, one of a group of searchers who had started at daybreak. The wrecked plane was discovered the previous day. The press dispatch goes on to say:

"Lieut. Hoffman was flying from Los Angeles to San Francisco with Lieut. William A. Cocks, Jr., when he disappeared. Over the Sequoia National Park they encountered a blizzard and, after fighting it for several hours, Lieut. Cocks jumped with a parachute, intending to lighten the plane so that Lieut. Hoffman could bring the plane down safely. Lieut. Cocks was found on the highway after passing a night in a cabin within two miles of the place where Hoffman's body was discovered.

"Lawrence Cook, chief ranger of the Park, said that Hoffman apparently had found it impossible to land his ice-laden plane and, after turning off the ignition, had followed Cocks's example and jumped. A large piece of silk, presumably from his parachute, was found in a treetop not far from the plane.

Cook said the aviator then attempted to reach shelter and struggled through the deep snow drifts and against the raging storm until he fell exhausted. Three-quarters of a mile up the mountain side was a park ranger cabin stocked with food and wood. Down the mountain side was the cabin of Sol Sweet, an aviator, who took part in the search for Hoffman last February."

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Tests are being conducted at Wright Field on a two-wheel type bomb trailer and a tractor equipped with hoisting crane to determine the usefulness of this type of equipment in connection with moving bombs about the airdrome and loading same into airplanes.

## THE MANEUVERS IN PANAMA

**T**HE 6th Composite Group, France Field, participated in the annual Panama Canal Department Maneuvers this year, being designated the Panama Canal Department Air Force on January 20th. It was ordered at once to hold itself in readiness for missions as ordered by the Division Commander. A flight of five Observation planes was immediately ordered to an advanced airdrome at Fort Clayton, C.Z., and functioned as Divisional Observation. From January 20th to the 28th, Headquarters Panama Canal Department Air Force remained at France Field. On the latter date the enemy, hitherto reported off the southwest coast of Panama, effected a landing at Chepo, about 40 miles northeast of Panama City, and the war was on in earnest. The Panama Canal Department Air Force was immediately moved to Fort Clayton Advance Airdrome, the entire command being moved in about three hours. The 24th Pursuit Squadron (simulating attack), two Observation planes and three Bombers represented the hostile air force. From January 28th to February 5th, battles were waged fast and furiously with the Air Corps being employed at all hours for Observation, Bombardment and Attack missions.

Emergency landing fields in the interior were utilized by command and observation missions. These fields, mostly small clearings in the jungle, were an extreme test of piloting ability, a particularly good example being a place called "Dead Horse Field." In this field it was necessary to set the wheels of the plane down about five feet from a dead horse and by ground looping gently to the left and applying all brakes possible, a steep hill on the left and a swamp and trees on the right and in front could be avoided. The fact that only one plane was damaged during the maneuvers speaks well for the pilots of France Field. Each officer was detailed with the Infantry for periods varying from two to five days. It was one real simulated war, and concealment was taken advantage of at every possible opportunity to avoid the enemy's very active observation. However, the Observation soon discovered that by following the gaudy yellow Post Exchange truck on its runs to deliver ice cream to the hiding doughboys, they could save their valuable eyesight for future sixty-fours. Another handy assistance which helped to make an easier war was a little white dog that always followed the point of the advance guard.

On February 8th, all troops on the Isthmus were reviewed by the Department Commander and the President of Panama at Albrook Field. The ground review was followed by an aerial review of the Sixth Composite Group. At each critique during the annual maneuvers the Air Corps was highly complimented on its work. The officers and men were on the alert at all times, and the missions were carried out efficiently and successfully. The thoroughness, attention to detail and accuracy of Observation aviation made many enthusiasts of ground officers who formerly were skeptical of air-ground cooperation under extreme field service conditions.

Following the maneuvers the entire Group moved by air to La Venta, Rio Hato, where two more days were spent under canvas before returning to France Field.

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## THE NEXT CLASS AT THE TACTICAL SCHOOL

According to Special Orders of the War Department, recently issued, a total of 30 Air Corps officers will attend the next class at the Air Corps Tactical School, Maxwell Field, Ala. These officers are under orders to report to the Commandant of the Tactical School not later than Sept. 5, 1932, for duty as students in the 1932-1933 course, viz: Major Howard C. Davidson and 1st Lieut. Louis M. Merrick, Bolling Field, D.C.; Major Wm. O. Ryan, 1st Lieut. Hez McClellan, Mitchel Field, N.Y.; Major Hubert R. Harmon, U.S. Military Academy, West Point, N.Y.; Major John C. McDonnell, Captains Sam L. Ellis, Floyd E. Galloway, Aubrey Hornsby, Frank M. Paul, Myron R. Wood, 1st Lieuts. John A. Kase, Wendell B. McCoy, Harry H. Mills, Maxwell Field, Ala.; Captain Wolcott P. Hayes, Scott Field, Ill.; Captain Virgil Hine, Fort Crockett, Texas; Captain Harry A. Johnson, Selfridge Field, Mich.; Captain Lowell H. Smith, Keystone Aircraft Corp., Bristol, Pa.; Captain Walter F. Kraus, 1st Lieut. Edwin B. Bobzien, Crissy Field, Calif.; Captain Younger A. Pitts, March Field, Calif.; Captain Charles P. Prime, 1st Lieut. Charles W. Sullivan, Office Chief of the Air Corps, Wash. D.C.; Captain Samuel G. Frierson, M.I.T., Boston, Mass.; 1st Lieuts. George H. Beverley and Frederick I. Patrick, Kelly Field, Texas; 1st Lieuts. Warren R. Carter and John R. Morgan, Randolph Field, Texas; 1st Lieut. John D. Corkille, Wright Field, Dayton, Ohio; 1st Lieut. Samuel P. Mills, New York University, New York City.

## NEW ENGINE TORQUE STAND AT MATERIEL DIVISION

By the News Letter Correspondent



THE engine torque stands at Wright Field, Dayton, Ohio, were destroyed in January, 1931, by fire, since which time the endurance testing of engines for the Air Corps has had to be carried on with a small emergency stand at the field or at a distance at the plants of engine manufacturers. The latter procedure has proved especially inconvenient in obtaining standard test results and, in addition, has involved the stationing of an engineer, whose services were much needed at home, in the manufacturer's plant to direct procedure, with the loss of efficiency always entailed when persons employing different methods attempt to work together under conditions not equally familiar to all concerned. For this reason in a year when special emphasis has been placed on power plant development, the work of the Power Plant Branch of the Materiel Division has been decidedly handicapped in not having at its disposal its full facilities for testing.

No sooner, however, had the torque stands been put out of commission, than plans for a new torque stand laboratory were worked out and put in execution. In the new plans, the Air Corps had the benefit of the experience of several engineers who had directed engine testing from the early days at McCook Field. Many hundreds of hours had made them familiar with what was necessary, what unnecessary; what advantageous, what disadvantageous in the construction and operation of a torque stand. Ideas were thrashed out and presented to the Construction Quartermaster who, with intelligence and insight incorporated them in a building which with its equipment gives to Wright Field one of the most efficient and modern torque stand laboratories in existence today.

Reduction of Noise, Vibration and Fire Hazard. In planning the new Laboratory, special effort was expended toward as great a reduction of noise, vibration, and fire hazard as possible. In appearance the building resembles a series of square concrete stacks, 40 feet high, joined by enclosed passages. The materials employed are reinforced concrete and steel. Except for a few doors and some bomb proofing, which will be described later, no wood is used even in the interior. Centered between the stacks are seven torque stands, six for the use of the Power Plant Branch for the endurance testing of engines, and one for the use of the Aircraft Branch for the testing of propellers under installation-on-engine conditions. Each engine support pier is a huge block of concrete sunk twenty feet into the ground, completely encased in cork to prevent transmission of vibration to any part of the building, the jointure at the floor being filled in with tar used because of its resiliency. Thus, these blocks are completely independent of the rest of construction. The old torque stand supports were not independent and transmitted serious vibrations to the walls of the engine room and to the operators.

Engine Room. Each torque stand is placed in its own engine room where a clearance for swinging an 18-foot diameter propeller or test club prevails. To protect the walls around the engine, so that in case of engine failure, parts of the engine or propeller will not crash into the concrete, 2 x 6's of red oak laid edge to edge for 16 feet, form a bomb proof. These are covered, for appearance sake, with aluminum. In one of the rooms an especial insulating material is experimentally installed, consisting of 20 x 20-inch pads of rock wool filler held in place with aluminum wire set in aluminum panels which are fastened to angles bolted in the wall.

The great stacks are for the reduction of noise outside the building and are so constructed, one about each engine room, that the sound waves striking the 40-foot high walls can find an outlet only through the top of the stack which is open to the sky. Pilots have commented on hearing this roar five hundred feet up against the noise of their own motors and propellers, so the plan would seem to possess efficacy.

Operator's Room. Between each two engine rooms is an operator's room, used for observing the engine during test, with very thick walls of reinforced concrete and a vibration-deadening insulation of heavy cork. These rooms are especially light and well ventilated to prevent harm to operators from strong gas fumes. Doors, front and back, provide easy egress. Glass observation windows on either side look into the two engine torque rooms. Twin installations of instruments and controls for conducting tests and recording observations are placed on the wall near these windows. There are instruments for measuring engine pressures, temperatures, fuel flow, oil flow, fuel consumption, engine speeds, etc., and any number of controls.

Fuel Rooms. Small rooms within the operating rooms contain gasoline and oil supply tanks for supplying and weighing the oil and gasoline used by the engine or engines under test. These also are well ventilated and are provided with fireproof drop doors separating them from the operator's rooms in emergency. Two independent fuel systems are provided in order that engines may be run simultaneously on different fuels without any intermixing or change of fuel characteristics. These tanks are in no sense for storage purposes, holding only amounts necessary for the uses of the occasion and being filled by pumps from tanks without the building. The oil storage building is located just in front of the torque stand laboratory.

The engine stands are of the "fixed" type, that is, no provision is made for determining torque reaction. Power determinations are accomplished on the

dynamometers. These test stands are for the purpose of endurance testing of engines under conditions simulating those of airplane installation as nearly as possible.

The Laboratory cannot be said to be wholly complete; pavements to the doors are lacking, the ground about is still upturned and in uncouth state, furnishings are not all installed, nor equipment in all the operators' rooms, but engine tests were being run on one of the stands this week and a look of satisfaction rests on the faces of the engineers who have been busy there.

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#### GERMAN BANDMASTER JOAZ LEARNS AMERICAN JAZZ

Members of the band from the German Cruiser KARLSRUHE, in port at Galveston, Texas, were the guests of the Third Attack Group band recently. At dinner they were the guests of the 8th Attack Squadron. During the morning, the visitors listened to the Group instrumentalists go through their paces. After dinner, the Germans were given a chance to try their skill at American Jazz.

Though their language was different, the two bands found an international language in sheet music. The Americans gave suggestions from time to time and at the close of each piece applauded vigorously. When the German sailors concluded their visit, Bandmaster Joaz addressed those present in German, and then led his men in cheers for the Fort Crockett Band. Warrant Officer Karl Mueller, leader of the Group Band, acted as interpreter and informed those present that the German bandmaster, in expressing his appreciation for the favors extended, had stated that, although his organization had met many other bands, they had never before been accorded the courtesies and kindness accorded them by the Third Attack Group Band.

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#### NEW STANDARD TWO-PIECE FLYING SUIT FOR THE AIR CORPS

The well known one-piece "Monkey" winter flying suit, long familiar to the Air Corps, is due for the shelf. Complaints from the service concerning its various faults led to the design and development at the Materiel Division of a new two-piece suit which was tested and accepted as standard. A production order went into effect which will provide gradual replacements for old equipment.

The old one-piece winter suits, according to these complaints, were too bulky and heavy - the weight was from 14 to 16 pounds, varying with size - they were too difficult to get in and out of unaided, the wind went down the collar and through the interlocking fasteners, and they kept a body warm enough only if the temperature did not fall below zero. The new two-piece suit was tested out to -40 degrees Centigrade and found adequate.

Horsehide is used for the outer covering instead of calfskin. This material has a non-scuffing feature and is less heavy and bulky and more flexible than the calfskin. The lining and collar is of lamb shearling, fur-tanned and electrified - a process by which curly wool is submerged in acid and made straight. The straight wool is smoother and softer in appearance and less irritating to the skin. Interlocking fasteners used the entire length of arms, trouser legs, and jacket front facilitate getting into and out of the suit. Also different size of trousers and jacket can be issued if a better fitting ensemble is thus obtained. Leakage of air through the interlocking fasteners is prevented by an overlapping arrangement of the fur. By test in the cold chamber this arrangement served to increase the warmth of the suit 10 degrees. A specially designed collar, fitted close to the back of the neck and held in place by an elastic band attached to each side and extending over the head, provides snugness for the back of the neck. Heavy elastic suspenders allow the shoulders to carry the trouser weight.

The two-piece feature has decided advantages also. Separate jackets and trousers can be made to fit much better than can any one-piece garment. The trousers are especially unique. When the interlocking leg fasteners are open, they lie flat and blanket-like upon a table. They are donned by putting the arms through suspender straps and zipping up the legs. There is no drawing up of the under trouser legs, as with the flying suit that must be stepped into. When fastened they present a remarkably neat fit about the waist. If a pilot were flying in different climates, as from Maine to Florida, the trousers and coat could be worn with interlocking fasteners zipped up at the beginning of the journey and unzipped as the temperature grew too warm for comfort. The aviator may wear the jacket with lighter weight trousers, or pair the trousers with other coats. Double protection is provided by the overlapping of trousers and jacket to a part of the body easily affected by cold. Together the two pieces weigh 4 pounds less than the superseded one-piece type.

The two-piece flying suit is produced in a lighter weight garment also, suitable for fall and spring wear, or for weather too cold for the summer gaberdine but not cold enough for the full winter weight. This suit is made of silk pile fabric after the same model. Pilots trying out the new suits attested to their superiority in terms of no faint praise, and the fact that commercially the type is being adopted seems to give a second motion of approval.

## HAZARDOUS FLIGHT THROUGH HAIL STORM



One of the most hazardous airplane flights ever taken near Scott Field, Belleville, Ill., took place on March 21st, when a new B4-A Bomber was caught in a violent line squall and hail storm. That the plane was not wrecked with possible loss of life was entirely due to the excellent judgment and flying displayed by the pilot, Lieut. Richard K. LeBrou, Rockwell Field, who was ferrying the plane from the Keystone factory to his home station.

Lieut. LeBrou, with Major N.S. Talbott, Field Artillery Reserve, Dayton, and Sergeant Gilreath, Rockwell Field, as passengers, took off from Scott Field about 2:30 p.m., for Springfield, Mo. Weather reports indicated good flying conditions to that point, but soon after passing St. Louis, the clouds began to get lower and thicker. Lieut. LeBrou swung his plane to the north, intending to land at Lambert Field, but with very poor visibility and not knowing the exact location of the field, he failed to locate it. He then headed east across the Mississippi River with the storm following closely, and located the emergency landing field at Lebanon, Ill. Just as he was preparing to land there, he saw the big airship hangar at Scott Field about six miles to the south and headed in that direction. The storm, pushed along by a 55-mile an hour wind on the ground and at least twenty miles an hour stronger at a thousand feet, reached Scott Field first and completely blotted out all view of the ground.

Flying at 300 feet, Lieut. LeBrou finally located the big balloon hangar, but was still unable to see the landing field. The hail was cutting and bruising the faces of both the pilot and Major Talbott, and after two vain attempts to reach an altitude low enough to land, Lieut. LeBrou swung away from the field and climbed up out of the hail storm. The wind was so strong that he was blown well east of Scott Field, and after the storm passed it took him about half an hour of hard wind-bucking to reach the landing field again.

Both Lieut. LeBrou and Major Talbott sustained badly bruised and cut faces from the hail, and the latter's hand was also badly pounded as he attempted to shield Lieut. LeBrou's eyes during the attempted landings at Scott Field.

Considerable surprise was expressed by the Scott Field officers that the fabric of the plane had not been damaged, for the hail had been large and some windows were broken or cracked. There was considerable tenseness at the field while the plane was battling the gale in its attempted landings, and this tenseness continued after the plane disappeared in the storm. There were many sighs of relief when the roar of the motors brought the message that the plane had been successful in riding out the storm.

Lieut.-Col. John A. Paegelow, commanding Scott Field, was greatly pleased and relieved when the plane landed safely, and sent a letter to the Chief of the Air Corps commending Lieut. LeBrou for his excellent judgment and piloting during this dangerous flight.

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## WOMAN WINS PISTOL CHAMPIONSHIP IN PANAMA

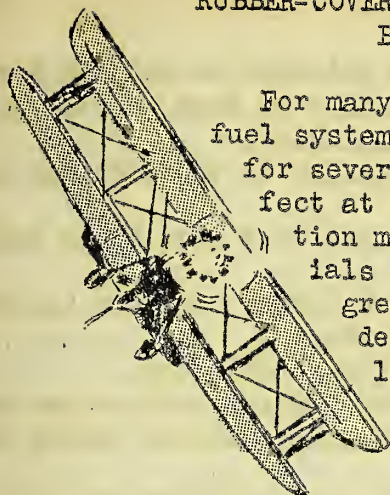
According to the France Field Correspondent, a Mrs. Thompson (initials not given), the only woman to enter the Panama Canal Department Pistol Championship Matches, took the high score and, since she has defeated all civilians on the Isthmus, can be called the champion.

The Matches were held at Fort Clayton from February 13th to 20th, and teams from most of the military posts in the Canal Zone competed. All firing was done on the Standard American Target, which has a three-inch "ten" ring. Ranges were fifty yards slow fire, twenty-five yards quick fire and twenty-five yards rapid fire, the course being repeated on the second day of firing, which made the total possible score 600 points.

Corporal Andrew Bodner, 7th Observation Squadron, received the second place silver medal; Staff Sergeant George F. Brinkman took third place silver medal, and Private Steve L. Sefcovic, 25th Bombardment Squadron, received the last bronze medal. This is Sergeant Brinkman's second placing in Canal Zone Competition, and if he places next year he will be given the Distinguished Pistol Shot Medal. Private Sefcovic also has two legs on a medal, having placed last year in the competitions in Hawaii. France Field only placed third in team competition, but came home with half the medals.

## RUBBER-COVERED METAL FUEL TUBES DEVELOPED FOR AIRCRAFT

By the Wright Field Correspondent



For many years copper tubing of .035 wall thickness for aircraft fuel systems has been the recognized standard of the Air Corps, but for several years past a program of research has been kept in effect at the Materiel Division, Wright Field, in which the vibration machine has been kept going day after day testing materials other than copper, in an effort to obtain a tubing of greater desirability and offering greater resistance to the destructive action of vibration. As in all aircraft problems, the weight factor was a foremost consideration.

Various metals were placed under experiment, those of aluminum alloys seeming to prove equal to copper, but aluminum having advantage of lighter weight. No promise of signal success was achieved until the expedient of covering the metal with rubber was tried out. This led to an intensive course of development, the result of which promises a more efficient and durable fuel tubing than any ever obtained in the past.

In this type of tubing a rubber especially compounded to withstand gasoline and oils is vulcanized on aluminum alloy. On the vibration machine this tubing developed endurance limits considerably beyond the standard copper tubing or that of other metals uncovered and the weight per foot covered proved no greater.

In the development of this equipment which has been carried on with the cooperation of the industry, three distinct types of tubing have appeared. The first was a soft rubber tube slipped over the metal and wrapped with friction tape. This tubing was attached to the fittings in the conventional manner and under vibration failed at the fittings. In the second type, the rubber was vulcanized directly to the metal tube and fittings. While this construction was more successful under test, it necessitated the making up of tubing and fittings to predetermined lengths which added greatly to the complications of installation as well as to the supply problems throughout the service.

The third type of construction offered vast improvement over the previous types under experiment. A rubber tubing was indirectly vulcanized to the metal tube. In the fittings the tube was flared and so designed that the shock-absorbing and sealing effect of rubber was carried inside the fitting, allowing decided flexibility at the jointure. With this design the tube may be cut to any desired length and the fittings attached as needed. This aluminum flared tube construction stands up in the vibration machine approximately 250 hours as compared to a 25 hours' duration for the standard copper tubing or the aluminum or nickel tubing uncovered.

Besides the greater durability factor, the rubber-covered tubing brings an added safety factor to the fuel or oil system, for in instances where the metal tube has broken under vibration the rubber tube has served as a protection coating, preventing the fuels from leaking through. The latest report from the Power Plant Branch announces the completion of 325 hours of testing on the vibration machine without failure, which would seem to indicate extremely durable equipment. A quantity has been purchased for service testing and reports will be awaited with interest.

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## THEORETICAL DESTRUCTION OF INDUSTRIAL PLANTS IN SOUTHERN CALIFORNIA

According to the News Letter Correspondent from March Field, Riverside, Calif., 1st Lieut. Westside T. Larson is one of the busiest individuals in the Air Corps these days. He says: "Your Correspondent does not know just what grudge he has against Southern California, but believe us when we say that this hard working Operations Officer seems to take a fiendish delight in laying low the yards, docks, harbors, industrial centers, shipping and rail commerce of this section. Tactical application of Squadron and Group training problems have taken the planes of the Group to many parts of the southern section of the State in the course of their simulated bombing missions. Theoretically, the Southern Pacific Railroad yards at Yuma, Arizona, are destroyed; the great docks and oil storage at San Pedro and Long Beach are only a barren waste; the reservoirs, docks, railroad yards and industries at San Diego are only a memory. Last week the Hoover Dam at Boulder City was destroyed by the 11th and 31st Squadrons before the unsuspecting contractors had even gotten the project well under way. To cap it all, the Operations Officer says the end is not yet in sight and many more maneuvers and problems remain to be carried out before the end of the training season in May.

## INSURANCE FOR THE AIR CORPS

**I**NSURANCE is a subject of vital importance and interest to all Air Corps personnel. In a recent interview with Captain Ray A. Dunn, Air Corps, the writer discovered the following interesting facts:

Air Corps officers will buy any kind of insurance if the salesman has a good selling talk.

Approximately eight out of every ten officers do not know what their basic premium rate is.

Five out of ten cannot tell offhand under what provisions they are insured and what benefits they are to derive from their contracts.

Nine out of every ten never have read their insurance contracts.

Ninety-five out of a hundred have never instructed their beneficiaries in the proper method to collect their insurance should it unfortunately become a claim.

Many officers are now holding insurance contracts which are not collectable in case of death due to aviation, but they do not know it. Others have entered into contracts on the promise of an agent to some provision or other which is not entered on the contract over a company officer's signature; therefore the agreement is not valid.

Several officers have secured insurance at a very high extra premium rate on the assurance of the agent that after paying in a number of years, the insured could stop payments and accept extended insurance for a stated period of years, making the cost for the total number of years insured less than the cost of a policy in some other company selling insurance at a lower extra premium. This is not possible, because at the beginning of the extended insurance period, the insured would have to keep on paying the extra premium or carry the extended insurance without protection for the aviation hazard.

Sounds like very severe criticism, but check up on yourselves and see how much of it pertains to you. That is Captain Dunn's advice, and also that all officers should get out their insurance policies while the subject is in mind. Check them over carefully; see why you are insured, what you are insured for; what the cost is. See if it can be collected, and how it can be collected. Instruct your beneficiaries in the proper method of collecting, and it might be a good idea to give a little instruction in how to make the best use of it when it is collected. Read all attachments and riders pasted on the contract, the application, the medical certificate and any others attached. All these attachments form part of the contract and are very important. It will be an education, and in addition you might find out you are not insured at all and that you are paying highly for this "Privilege."

No officer would buy a thousand dollar automobile without first finding out what the works look like and what makes it run. Before entering into a \$10,000 contract for insurance, why not find out what the works of that contract look like and how it operates?

Captain Dunn is keeping constantly in touch with the Insurance problem in aviation, and will be pleased at any time to assist any officer of the Air Corps in the solution of insurance problems. He can be addressed at the Air Depot, Middletown, Penna.

While connected with the Daniel Guggenheim Fund for the Promotion of Aviation, he compiled a report for the Fund which was published and given a large circulation. It contains the only complete set of aviation mortality experience tables for all flying in the United States from its inception. This report is believed to have brought about the stabilization and standardization of the underwriting of the aviation risk within the life insurance industry. It brought about a drastic reduction in the extra premium rates being charged for the aviation hazard, especially for the Air Corps.

At the present time Captain Dunn is preparing for publication on May 1st, a book which he expects will still further assist in the underwriting of the aviation hazard and, in addition, bring about still further reductions in the extra premium rates.

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Readers of the News Letter may have noticed the different cover page designs featuring recent issues. These designs are sketched on mimeograph stencil sheets, and it is proposed to continue this practice until final selection is made of a cover design for regular use. Those skilled in work of this kind are invited to send in cover designs, drawn on paper or sketched on a mimeograph wax sheet (Cellotype or Mimeotype). They will be used in due course of time and full credit given the artist.



## SOME "DOPE" ON HIGH ALTITUDE FLYING

**S**OME very interesting figures on high altitude flying, aided by the wind, are disclosed in the official report covering the record flight of Captain Reuben C. Moffat, Air Corps in XP-6D airplane, A.C. No. 29-260, on January 18th, between Wright Field, Ohio, and Bolling Field, D.C.

The distance of 382 miles was flown in an elapsed time of 85.6 minutes, the average ground speed being 268 miles per hour. The time consumed in circling for landing was .8 minutes, so that the average speed, omitting time for landing, was 270 miles per hour. The height flown, corrected to standard altitude, was 25,000 feet, the true airspeed at this altitude being 209 miles per hour. The time flown at high altitude was 50.3 minutes, during which 175 miles were covered, at an average speed of 209 miles per hour. During the climb, 38 miles were covered in 16.2 minutes, at an average speed of 140 miles per hour. In the descent, which consumed 19.1 minutes, 73 miles were covered, at an average speed of 230 miles per hour.

The air miles flown totalled 286. To the uninitiated this figure would appear to be erroneous, since it is stated above that the distance flown was 382 miles. It should be explained here that by air miles flown is meant the distance which would have been covered by the plane had it not had the benefit of a helping wind. The report gives 96 miles as the benefit derived from the wind in 84.8 minutes. Adding these 96 miles to the 286 miles, gives the total distance of 382 miles. The average velocity of the helping wind is given as 67.8 miles per hour.

Figures on fuel consumption show that of the total of 100 gallons of gas carried at the start of the flight, 94 gallons were consumed, the average rate fuel consumption being 65.9 gallons per hour, and the probable rate of consumption at 25,000 feet, 70 gallons per hour. The time on the auxiliary tank (50 gallons) was 47 minutes, and on the main tank (44 gallons) 38.6 minutes. The rate of fuel consumption on auxiliary tank was 63.8 miles an hour and on the main tank, 68.4 gallons per hour.

Captain Moffat states that during level flight at 25,000 feet, it was necessary to throttle back slightly to hold RPM down to 2400. Also, the engine "supercharger altitude" while on automatic control gradually dropped from 1500 ft. in climb to 400 in level flight at first, and then after about five minutes in level flight it fell below zero, and the manual control was used to hold zero. When allowed to function on "automatic" it fell back to 1000 feet.

Two bottles of "gas" oxygen were carried with manually-operated regulator. There was sufficient oxygen left to last about 15 or 20 minutes longer. The cockpit of this airplane is comfortably warm and sheltered. The compass seemed to be accurate. The automatic supercharger control functioned satisfactorily, as it was purposely set to give -1000 ft. "supercharger altitude" in order to permit fine adjustment by manual control.

In concluding his report, Captain Moffat states: "While wind aloft data obtained in Washington after the flight indicated wind velocities of 110 mph from the SW at 10,000 feet, such data was not available before the flight and it was not possible to choose the altitude of maximum wind velocity. During the flight a decided cross wind effect was noticed, so that it was necessary to head some 20° to 30° to the right of the true course. It is therefore likely that the absolute wind velocity was close to 100 mph, but not directly in line with the course flown. It is believed that the P-6E flown the same day at a height of 10,000 feet might have likewise reached Bolling Field in less than 90 minutes."

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## LANDING A BLAZING PLANE IN A JIFFY

"What might have resulted in a tragedy was averted by the quick action of 2nd Lieut. Ivan L. Farman and Staff Sergeant Paul S. Patterson," reports the March Field Correspondent in referring to a recent flight of Curtiss-Condor #1, the "Command Plane" of the 11th Squadron. This plane was flown on a motor test, two new motors having just been installed. Some undetermined factor resulted in the left motor throwing a connecting rod and tearing two large holes in the crank case. A blaze broke out at once. At that particular time the plane was directly over the field at an altitude of 3,000 feet. Eye witnesses state that Lieut. Farman broke all known records in placing the big plane on terra firma, but that his speed was equaled by the agility demonstrated by Staff Sergeant Patterson, crew chief, in using the fire extinguisher to quench the fire.

## STUDENTS TRANSFERRED TO BASIC TRAINING STAGE

The following-named students at the Air Corps Training Center, Randolph Field, Texas, were transferred to the Basic Stage on March 2nd last, after four months of intensive training on the primary stage:

### SECOND LIEUTENANTS

Charles T. Arnett, Inf.	Robert F. Fulton, CAC	Ernest Moore, CAC
Milton W. Arnold, Cav.	John C. Gordon, Inf.	David N. Motherwell, CAC
Royden E. Beebe, Jr. Cav.	Russell H. Griffith, Inf.	Hilbert F. Muentzer, Inf.
William J. Bell, FA.	Louis A. Guenther, Cav.	Donald R. Patterson, Inf.
Gordon A. Blake, CAC.	William A. Hampton, CAC	John R. Skeldon, Inf.
Wendell W. Bowman, FA.	George F. Hartman, Inf.	Jacob E. Smart, Inf.
Daniel F. Callahan, Jr., FA	John T. Helms, Inf.	Dean C. Strother, Inf.
Carl W. Carlmark, FA.	E.W. Hockenberry, Cav.	Robert A. Stunkard, CAC.
Gunnard W. Carlson, CE.	David W. Hutchison, Inf.	E.J. Timberlake, Jr. Inf.
Joseph F. Carroll, CAC.	Arthur R. Kerwin, Jr., Inf.	Peter O. Ward, Inf.
James B. Corbett, Cav.	Lester L. Kunish, Inf.	Gerald E. Williams, Inf.
Carl F. Damberg, Inf.	Robert M. Lee, Cav.	Hoyt D. Williams, FA.
Charles F. Densford, FA.	Raymond T. Lester, Inf.	Richard H. Wise, Inf.
Charles B. Dougher, Inf.	A.J. McVea, FA.	Donald N. Yates, Cav.
Marcellus Duffy, CAC.	Paul G. Miller, CAC.	Millard C. Young, CAC.
Robt. E.L. Eaton, Inf.	Henry K. Mooney, Cav.	John A. Feagin, Inf.

### FLYING CADETS

William W. Amorous	Edward M. Gavin	Harry N. Renshaw
William T. Bogen	John Gebelin, Jr.	Craven C. Rogers
Joseph D. Caldara	Laurel J. Gephart	Stuart E. Rutherford
Clayton B. Claasen	Lars J. Halversen	Morris H. Shedd
Claire B. Collier	Harold D. Harmon	William J. Sindo
Marcus F. Cooper	Lester S. Harris	Arthur H. Skaer, Jr.
Quinn M. Corley	Donal R. Hutchison	John H. Smith
Charles A. Cowing	Earl D. Johnson	Richard B. Stophlet
Harry Crutcher, Jr.	Edwin A. Joyce	Charles W. Stouff
Harold E. Dahl	Joseph J. Kelley	Luther W. Sweetser, Jr.
Cecil Darnell	Leonard P. Kleinoeder	John B. Thomas
Charles M. Dittrich, Jr.	Charles H. Lesezne, Jr.	Orgille E. Tibbs
George A. Doole, Jr.	Horace H. Manchester, Jr.	Richard F. Vavrina
James R. Ducrest	Clark L. Miller	Donald N. Wackwitz
Samuel B. Eisenmann, Jr.	Dolf E. Muehleisen	Lynn H. Webb
Ephta W. Fator	Russell I. Oppenheim	Clyde H. Wood, Jr.
Vincent Ford	Bruce C. Pettigrew	Raymond C. Woodward
James W. Furlow	Everett C. Plummer	Leonard E. Zongker

### NONCOMMISSIONED OFFICERS TRAINING IN GRADE

Mr. Sgt. Julius A. Kolb	Tech. Sgt. Raymond Stockwell	St. Sgt. Arthur Hanson
St. Sgt. Ancel L. Lovvorn	Sgt. Charles E. Cunningham	

### FOREIGN STUDENT

1st Lt. Nicolas H. de Leon, Guatemala

The following is a brief resume of the class which started training at the Air Corps Primary Flying School, Randolph Field, on November 2, 1931:

218 students reported for training (this figure includes 7 students who were held over from the previous class).

Of these 218 students, 9 were found physically disqualified for flying training prior to the start of training.

Making a total of 209 students starting flying training with the class of November 2, 1931.

Of these 209 students, 92 have been eliminated for flying, and 6 have been turned back to the class starting March 2, 1932.

1 was transferred to Basic Stage

1 was eliminated due to physical reasons after start of training.

1 student is in the hospital

1 student officer was killed in an aircraft accident, 2d Lt. W.L. Parham.

107 are still active and were transferred to the Basic Stage.

Of these 218 students, 100 were officers of the Regular Army (1 Captain, 3 1st Lieuts., 4 2nd Lieuts., who had seen service with the Army, and 92 2nd Lieuts. who had graduated from the Military Academy in June, 1931). There were four foreign students taking training, 1 officer of the German Army, 1 1st Lt. from Guatemala and 2 Chinese civilians. A total of 104 Flying Cadets reported for training. There were also 10 enlisted men, who reported for training in grade.

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The Premier Pictures Company of San Antonio, Texas, are considering the production of a picture to be made at Randolph Field depicting cadet life and training. The scenario for this picture was written by Mrs. P.D. Glassford, wife of a retired Army officer. The plans for this picture are now undergoing some changes and will be submitted to the Commanding Officer of Randolph Field and the War Department for approval within the near future.

## LUFBERY HALL NAMED AT SELFRIDGE FIELD



HE name of the Bachelor Officers' Building at Selfridge Field, Mt. Clemens, Mich., has been designated as "Lufbery Hall," in honor of Major Raoul Lufbery. In choosing a name for the bachelor quarters, careful consideration was given to all distinguished personnel who served with the First Pursuit Group during the War. The record of service of Major Lufbery, together with his characteristics and personality made the choice of his name for the new building very appropriate and fitting.

Major Lufbery was born in France of French parents on March 14, 1885. His first visit to the United States was in 1906. About three years later he enlisted in the United States Army and was sent to the Philippines, where he remained for more than two years. When his period of enlistment expired, he left the service. He first became interested in aviation in 1912 while at Calcutta, India, where he became a mechanic for Marc Pourpe, a French aviator.

At the outbreak of the War, Lufbery enlisted in France in the Foreign Legion as an Infantryman, and transferred a few days later to the aviation service. His first service at the front was as a pilot in the Voisin Bombardment Squadron 106. He completed his aviation training at Nieuport and was sent to the Escadrille Lafayette on May 24, 1916. He shot down his first enemy plane on July 30, 1916, in a battle to the east of Etain in the Verdun sector. During the next few months he had chalked up four more enemy airplanes to his credit. On December 27, 1916, he had a thrilling single-handed battle with an enemy aviator and finally shot him down in the French lines. In this battle he narrowly escaped death, four bullets of his adversary having passed through the cockpit of his airplane very close to his body. This was his sixth victory.

In all, Lufbery received official confirmation for seventeen victories, although at a conservative estimate this is no more than half the number of planes which he actually destroyed. In January, 1918, he was commissioned a Major of the United States Air Service, and was sent to Issoudon. Shortly afterwards he was sent with the 94th and 95th Pursuit Squadrons to Villeneuve in the Champagne Sector. On May 19, 1918, while assigned to the 94th Pursuit Squadron, Major Lufbery went in pursuit of an enemy photographic plane which had crossed the French lines and which flew directly over the American aviation field. While attacking this airplane, his own machine burst into flames and started to crash to the ground. Major Lufbery jumped clear of his plane and was instantly killed.

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## DIGRESSIONS OF A FERRY PILOT

Army custom dictates that an officer shall not carry an umbrella, but a certain Lieutenant at Selfridge Field thinks that he knows a worse breach of Army tradition - that of absconding with a Colonel's baggage, and his personal baggage at that!

It fell to the lot of one of the pilots of the 36th Pursuit Squadron the other day to ferry, in one of the new two-seater Pursuit ships, a Colonel and wartime pilot, from Selfridge Field to Scott Field, Ill. Fully aware of his passenger's rank and importance, the pilot diligently kept to his course and in excellent time deposited his superior officer at his destination. But alas, completely satisfied when his passenger had descended from the plane and certain that his mission was therefore completed, he blithely "gave her the gun" and departed.

Imagine his embarrassment when he reached his home station and was handed a telegram which his commanding officer had just received:

"Dear Brett:

Your very excellent pilot got me to Scott but took off with my baggage. Thanks for the courtesy."

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Ripley had something in one of his cartoons the other day about an airplane which took off from a certain point, flew in a constant direction for half an hour and then landed in the same place it had taken off from. A couple of new aviators fresh from the Air Corps Training Center almost duplicated the feat of Ripley's plane a few weeks ago at Selfridge Field. Ripley's explanation was that the speed of the plane was just equal to the velocity of the wind. "We hesitate to offer an explanation concerning these two Pursuit pilots," says the News Letter Correspondent, "but here's the story:

"The pair, on one of their first cross-countries since arriving at the field, departed in P-13's one sunshiny morning for Indianapolis, which lies about 250 miles southwest of Selfridge. They flew their "course" for two hours and a half, and not having arrived at their destination and fearing that their gas might be running low, they landed at an airport at a likely little town to ascertain their bearings. The town was Lansing, Michigan, and they were every bit of 75 miles from the point of departure. Nothing daunted them, for back they flew to Selfridge, refueled and again took off. It is reliably reported that they made it.

MISCELLANEOUS NOTES FROM HERE AND THERE

**A**FTER a month's duty mapping the flooded areas of the Yazoo, Ouchita and Red Rivers for the Corps of Engineers, Captain Lloyd C. Blackburn, Photographic Officer, Maxwell Field, Ala., returned to his home station. Bad weather greatly handicapped his mission, but he apparently rendered valuable assistance, judging from the letter of commendation which he received.

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Six ships of the 40th Division Aviation, California National Guard, were recently sent in formation to fly over Mount Whitney, highest point above sea level in the United States, and on the same flight to cover Death Valley, the lowest point. Excellent pictures were secured of the formation over snow-covered Mt. Whitney. The very low temperatures encountered washed out the motion pictures taken, because of the brittleness of the film.

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Lieut. Lindsay Bawsel received the commendations of the Commanding Officer of Mitchel Field and high authorities in Washington for his work in evolving a standard method of radio procedure and usable code for air-ground liaison and artillery adjustment. Many misunderstandings between ground and ship had arisen in the past because of the complicated training regulations and code sheets then in effect. Lieut. Bawsel, with the help of Lieuts. Covington, Cork, Wilson and Johnson, worked out a procedure which, when tried, won the praise of both ground stations and observers.

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Three officers and one noncommissioned officer from March Field, Riverside, Calif., recently became members of the Caterpillar Club. Late in the afternoon of February 21st, 2nd Lieut. James A. Ronin and Sergeant Everest F. Waid, of the 11th Bombardment Squadron, were enroute from Dallas to El Paso, Texas, with a new Keystone B4-A for the 7th Bombardment Group. Caught in the fury of a fierce blizzard about 100 miles east of El Paso, it became impossible to maneuver the big plane with any degree of certainty, and it was evident that a crash with Guadalupe Peak was imminent. Sgt. Waid suffered a broken leg when the parachute dragged him over a rocky hillside. Both men were taken to William Beaumont General Hospital at El Paso. Lieut. Ronin was found to have suffered only superficial bruises and was released in a day or two to return to March Field. At this writing, Sgt. Waid is still at Beaumont General Hospital, but convalescing rapidly.

Following a collision in the air about 25 miles west of March Field, 2nd Lieuts. Phineas K. Morrill and Richard W. French "bailed out" when the wings of their P-12's began to break up. This accident, on Feb'y 23rd, occurred during a diving attack on "enemy" planes at an altitude of 5,000 feet. The two officers received minor scratches about the face in getting free from their damaged planes. Both made their way through some wooded country to a farm house where they reported the accident to the Post Operations Officer. Lieut. Marvin F. Stalder was the other pilot in the three-plane element.

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A great marine disaster overtook Flight "A" of the 16th Observation Squadron, Langley Field, Va., on the morning of March 14th, when it was learned that the good ship DIXIE (a small cabin cruiser recently purchased by the Flight) had sunk at her berth at the boat house with no hands on board. It is reported that the boat was anchored at low tide underneath the pier and when the tide rose the cruiser soon filled with water and went to the bottom. Distress signals (consisting of much and varied shouting and running up and down on the pier) were sent out by Lieut. Brownfield, ship's Captain, and Sergeant Miller, Chief Engineer, but remained unanswered, due no doubt in part to the failure to use the International Signals of Distress. A tow boat was secured and the sunken boat pulled upon the beach, where an inspection showed the only damage to be the loss of the propeller. The boat has been completely refinished, the fishermen are getting out their tackles, the fish stories are starting, and all is peace again upon Back River.

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The 24th and 78th Pursuit Squadrons, France Field, Panama Canal Zone, successfully tested liquid oxygen for use in the tropics. This is the first time on record that oxygen has been used successfully in this climate. Surprising as it may seem, temperatures of ten degrees below zero were encountered at altitudes above 30,000 feet. The greatest difficulty was encountered after the descent - trying to become acclimated to the dry season heat after wearing much winter flying clothing, or as much as could be located on the field. Winter equipment is not a normal item of issue in the Canal Zone.

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Snowbound and cut off from all communication with the world, a man in a cabin near Big Bear Lake in the San Bernardino Mountains was contacted by two March Field pilots recently. Flying over the lake, which is nearly 7,000 feet high and only 35 miles from March Field, Captain Charles Douglas and 2nd Lieut. Burton Hall, 34th Pursuit Squadron, dropped messages conveying the news to the snowbound resident of his wife's death in Redlands and directions for meeting a relief party to get him out.

Throughout the winter, pilots of the Third Attack Group at Fort Crockett, Galveston, Texas, have led and participated in the search for several hunting and fishing parties which had become lost. Recently, enlisted men of the Group helped to save a disabled shrimp boat which was rapidly drifting out to sea, and helpless in the face of a stiff wind. The craft was first sighted in front of one of the Coast Artillery batteries. When it became apparent that the ship and its occupants were in need of aid, soldier watchers phoned the Coast Guard station. Three ships were sent to the aid of the imperiled fishermen. It was dark before they found the boat and, consequently, they had to use parachute flares before locating the craft, which was lying in the trough of waves estimated to be 12 feet high. Third Attack Group soldiers, under the direction of Major Davenport Johnson, tried to launch a rescue boat on the beach, but were unable to do so on account of the high waves.

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On the morning of February 8th, the entire personnel of March Field turned aside from normal activities to participate in the ceremonies incident to the presentation of the "Soldier's Medal" to Private Mauchline, of the 70th Service Squadron, one of the units of the 7th Bombardment Group. After the presentation, a parade and review of the troops was held in honor of Private Mauchline. The Medal was awarded on November 2, 1931, the citation stating that the award was in recognition of the heroism displayed by Private Mauchline on the night of June 13, 1931, in the Barrio os San Roque, Philippine Islands, at which time he dived headfirst into a well thirty feet deep and containing eighteen feet of water, for the purpose of effecting the rescue of a comrade. At the time of this act, Private Mauchline was a member of the 66th Service Squadron, Camp Nichols, having come to March Field on the November Transport.

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Test landings have been made on the flying field which is being developed on the golf course at Fort Shafter, Hawaii. The field will not be ready for use for several weeks on account of recent rains. Lieut. Edwin W. Rawlings, of Luke Field, made several landings and take-offs without difficulty, using an O-19 Observation plane. He said the surface of the field was rough, but will be in good condition as soon as the grass grows. The field is in the middle of the golf course, and is intended for the use of courier planes from Department Headquarters and for hospital planes bringing patients to Tripler Hospital.

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Authorities of the 8th Corps Area, Fort Sam Houston, Texas, recently expressed appreciation to the American Airways, Inc., El Paso, Texas, for the transportation over their lines without expense to the government of Corporal Clarence Ranck, Air Corps, from Tucson, Arizona, to El Paso, Texas, for emergency hospital treatment.

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Mrs. Iona Coppedge of the Legal Branch, Materiel Division, Wright Field, Dayton, Ohio, on February 23rd, successfully passed all Department of Commerce tests and received private pilot's license No. 24,295 for piloting "all types of licensed aircraft."

This is the first instance of a woman of the Wright Field staff of employees seriously taking up the study of flying and establishing a definite flying rating for herself. Mrs. Coppedge has about 18 hours of solo work to her credit.

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The entire 18th Composite Wing, Honolulu, T.H., consisting of 12 Bombers, 12 Observation, 12 Attack and 12 Pursuit airplanes, assisted in the Bicentennial celebration of Washington's birthday on February 22nd. At 2,000 feet altitude, the Wing flew over the City of Honolulu, remaining over the city until the head of the ground troops reached the Capitol. The Bombing planes then left the formation, forming a single column at 1,500 feet altitude, and dropped flowers simultaneously over the troops. The Naval Air Force from Pearl Harbor, together with the visiting fleet, also assisted in this exercise, the planes flying at an altitude above 3,000 feet.

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The new mess hall of the 23rd Bombardment Squadron, Luke Field, T.H., is probably most unique among Army buildings. It was designed and built solely by Squadron personnel, in consequence of which things are arranged, particularly in the kitchen, the way a Mess Sergeant sometimes dreams a Mess Hall should be. Modern kitchen equipment was purchased by the Squadron Commander, such as a potato peeler, meat grinder, ice-cream freezer, buffing, polishing and whipping outfit (all of the foregoing electric), butter cutter, bread and meat slicer, steak tendering machine, and many other tools and pieces of equipment which make for more satisfied cooks, better and cheaper meals and last, but not least, a happy and well fed squadron.

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The 34th Pursuit Squadron, March Field, Calif., has selected a squadron insignia and forwarded the design to The Adjutant General for approval. The emblem, a Thunder-bird in black upon a circular red background, was selected from a number submitted by the Otis Art Institute of Los Angeles, Calif.

INSPECTION DIVISION PERSONNEL INJURED IN AIRCRAFT ACCIDENT

**F**LOTTING a new airplane on a ferry flight from the Douglas aircraft factory, Santa Monica, Calif., to Newark, N.J., for the use of the New Jersey National Guard, on February 16th, 1st Lieut. Delmar H. Dunton, Air Corps, accompanied by Master Sergeant C.E. Peterson, was forced to land about six miles south of San Simeon, Calif., and about 70 miles from the nearest railroad, due to engine trouble. Due to the faulty engine, the landing was made in the only accessible place on the rocky coast. In landing, the plane hit a rock, nosing over and throwing Sergeant Peterson the full length of his belt from the cockpit, causing a compressed type fracture of the fourth dorsal vertebra. Except for the shock, Lieut. Dunton was uninjured.

The following extracts are from a letter received from Sergeant Petersen which was written two days after the accident:

"We started from Santa Monica about 2:00 p.m., and had a real good weather report. After flying for a while, we encountered a few rain squalls, nothing to speak about though. We kept on flying and after about one and a half hours our motor started missing. We were flying along the coast and outside of the ocean which was not very inviting, landing fields were very scarce. We saw a place which looked fair on the coast, made for it and flew over it once and, while not of the best, we came around again and when starting into land, our engine decided to quit and did. We were sure thankful that it did not do it two minutes earlier, as that would have set us down in the breakers of the Pacific which might have made us wet for which we had no appetite. Well, landing we rolled along for about 200 ft. and then we hit rock and a soft spot and the first thing we knew our ship was on its nose and then on its back, and yours truly decided on a nose dive out of the cockpit - involuntary of course. My head met the immovable ground and buried itself therein. My first sensation, at least it seemed that way to me, was of shock, however, the second thought quickly developed that I must release my belt and clear the airplane in case fire broke out. I then saw that my brief case and hand bag had followed me and found my bones were in need of re-rigging and that the only thing I could do was to remain where I was. By this time two men, life-time convicts I found out later, came racing over to help us. Lieut. Dunton was standing up clear of the airplane but I could not move.

A car drove in to get me and was promptly mired, and as the million bones in body only wanted to stay stretched out, they decided to carry me for a mile to the only house in the neighborhood. By this time there were quite a few men and even some women who wanted to administer to the poor aviator so that I began to feel like a hero if it were not for the wonderful tune of pain that my bones were playing like a jazz orchestra from the sharp high 'C' to the dull bass drum.

The postmaster finally suggested bringing a sled and have his mule drag me up to the house to which they all agreed. I did not care. When they got me up I was carried in and laid on a bed and some of the women started to wash the mud off my face and give me some hot coffee and resting there I felt quite easier. Then the Superintendent of the road camp came and he suggested that they take me into their camp and if I needed a Dr. they could send for one 50 miles distant, and in the meantime the camp nurse - another convict by the way, and a very famous one - former Kid McCoy would take care of me. They loaded me in a truck on about four mattresses and with the two men, who got to us first, on either side to brace me, we started out on that six mile drive over one of the worst pieces of road that could exist but with the smoothest driver I've ever seen, who sure saw that I rode easy. Getting into camp they carried me to their hospital and Kid McCoy took charge of me - and how. For the first hour I wanted them to leave me alone. All they got off was my flying suit which was an ordeal.

While I was resting and dreaming, Kid McCoy had bathed my face and hands, bandaged my skinned nose, put hot water bottles on my feet to get them warm, rubbed my hand and massaged the sprained wrist on my left arm, then I began to take a little interest again and talked to Lt. Dunton and the boys, who were mostly convicts. Lt. Dunton was shaken up but could move around and was terribly worried about me. We spent the night there and I must admit it was long as I could not sleep because whenever I coughed I was advised by the aching bones in my chest that something was wrong. Lt. Dunton and Kid McCoy got up about five or six times to talk to me and see if I needed anything. In the morning they asked me if I could move, to which I answered 'yes' as I wanted to get word out. They loaded me in the same truck again and drove up the highway which was under construction and almost impassable. There were several slides on the road which had it blocked, the first one a special gang was working on and after 30 minutes we got through. The second one they carried me over and then they had an improvised ambulance which brought us to San Simeon and the big Hearst Ranch, where the transport was supposed to pick us up and take us to March Field. It got there right after we did and after some delay we took off and arrived at March Field at 7:35 p.m. That night they took me to the hospital and also took care of Lt. Dunton and here I have been going on two days."

Due to necessity for his return, Lt. Dunton was ordered back to Washington, but Sgt. Petersen's injury required his transfer to Letterman Hospital where he is confined to his bed in a cast and with every prospect that, although his injury is not considered serious, he must remain there for several weeks before he can be safely moved. NOTE: Sgt. Petersen is home now and doing nicely.

## THE DEPOT SUPPLY DEPARTMENT OF THE ROCKWELL AIR DEPOT



The principal change in conducting the business of the Depot Supply Department of the Rockwell Air Depot during the past year was the consolidation of the Station Supply Department with the Depot Supply Department. This change proved very satisfactory and greatly improved the general efficiency of the supply units at this station.

Under the old system there were two distinct supply units with separate accountability, the Station Supply Department serving all local organizations by drawing its supplies from the Depot proper. Under the new arrangement, the two offices were consolidated, the former Station Supply Officer serving as assistant to the Depot Supply Officer. The principal effect was the elimination of overhead, reduction of operative personnel and more direct methods of transacting business. Lost motion, overlapping of activities, with the resultant confusion, were completely eliminated. The change became effective June 30, 1931. At that time the combined personnel of the two departments numbered 79. At the present time the total civilian strength is 67. This is a reduction of 12 employees, representing a saving of approximately \$17,000. per year.

Within the old Station Supply Department, now known as the Local Issue Branch of the Depot Supply Department, many changes and improvements were effected. Practically all wooden shelving were discarded and replaced with modern steel shelves and bins.

The business of the Depot Supply Department continued to increase throughout the year. There is more property now on hand than in any past period. The storage facilities have been taxed to the limit, largely due to the new types of aircraft and equipment developed during the past year. Notwithstanding this increase in volume, together with the inevitable slowing up of activities during the period of the consolidation of the Station and Depot Supply Departments, this department continued to maintain a very fast record in filling requisitions for general use. The general average of time required to fill requisitions, from their receipt until actual shipment, has been approximately two days.

A matter of considerable importance to the Depot Supply Department is the maintenance of close liaison between all activities of the Rockwell Control Area and the Depot proper. This involves a general spirit of helpful cooperation and close contact between depot personnel and the personnel of outside activities. This condition of coordination during the past year was developed to a most satisfactory point. Stocks of supplies of all outside stations were reduced to a minimum. All outside supply departments are functioning efficiently and in a most satisfactory manner. From a supply standpoint this depot has no serious problems at this station or in the field. A well balanced stock of all necessary items is maintained at the depot and prompt service afforded other stations.

The above results were achieved to a considerable extent by frequent visits to outlying districts by Depot personnel where local problems are studied and discussed on the ground. This eliminates a great amount of letter writing and, of course, was made possible through the use of Government-owned airplanes.

Within the past few weeks an aerial freight transport service was established between March Field and the Rockwell Air Depot. A regular transport plane is being utilized for this purpose. Special freight containers were constructed to facilitate handling of property and to permit of carrying the maximum load. On the last load of this transport, 1900 lbs. of freight were carried. This service results in a saving of freight charges, packing charges and affords a rapid service delivery. One of the principal benefits of this scheme is the development of personnel in handling this business and provides valuable data on the possibilities of freight carriers during periods of emergency. Careful records are being maintained for future reference.

During the past year the various departments of the Rockwell Air Depot were placed on a budget system which governs the allocation of pay for civilian employees. Under this scheme the various departmental heads know exactly where they stand in regard to funds for this purpose and it is thought that they can now more easily and economically supervise the expenditures of such funds. This step is a forward one and in line with modern business methods. The morale of the civilian employees at this Depot has been especially good.

Throughout the year every effort was made to improve the service of the Depot Supply Department. All personnel has been well impressed with the fact

that the chief function of an Air Corps supply organization is to keep the airplanes in the air. Although special demands at times interfered with the regular routine of business, the thought of service was kept uppermost in mind. When it is considered that the Depot Supply Department handles approximately a million pounds of freight a month and has 35,000 items of stock on hand, valued at over \$30,000,000, it is believed that, taking into account the personnel involved and the cost of operation, this Depot will compare most favorably with any civilian concern in the country.

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#### CAPTAIN FRANK MCKEE SUCCUMBS TO HEART ATTACK

Captain Frank M. McKee, formerly a member of the Army Air Corps, on March 12th, was found dead in bed at his home in Columbus, Ohio. The physician who was immediately summoned stated that death was due to organic heart disease.

Captain McKee was born at Anderson, Ind., October 19, 1891. He served an enlistment in the Navy from 1911 to 1915. In February, 1917, he enlisted in the Aviation Section, Signal Corps, and was assigned to the Balloon School at Fort Omaha, Neb. Following his appointment as a 2nd Lieutenant on February 14, 1918, he was ordered to duty overseas, and was placed in command of a balloon repair depot at Is-Sur-Tille. Later he was transferred to Romorantin.

While receiving instruction in dirigibles at Cranwell, England, he was promoted to 1st Lieutenant, February 21, 1919.

Following his return to the United States, he served tours of duty at Langley Field, Va.; Ross Field, Calif.; Scott Field, Ill.; and Norton Field, Columbus, Ohio. He held three flying ratings, being rated Airship Pilot Aug. 13, 1921; Airplane Pilot, January 16, 1922, and Balloon Observer, May 5, 1922. He attended the Primary Flying School at Carlstrom Field, Arcadia, Fla., for six months in 1921, and following his graduation attended the Advanced Flying School at Kelly Field, Texas, September, 1921, to October, 1922.

After his promotion to 1st Lieutenant in the Air Corps, Regular Army, in 1927, Captain McKee was assigned to the command of Norton Field, Columbus, Ohio, and on this duty supervised Reserve flying operations in Ohio, Indiana, Kentucky, and part of West Virginia.

Ill health prompted him to resign from the service in 1929, and immediately thereafter the Curtiss Company secured his services to become base manager for their flying service at Port Columbus, Ohio. He resigned from this position several months ago to accept appointment as State Director of Aeronautics, tendered him by the Governor of the State of Ohio.

While in the Air Corps, Captain McKee was Operations Officer of three National Free Balloon Races, and participated in two of these events as an Air Corps entrant.

Governor White, of Ohio, in commenting on the untimely death of Captain McKee, stated: "I had entire confidence in him in the air as well as on the ground, not only as a pilot but as a public servant. He did much to make aviation safe."

Captain McKee was instrumental in having Ohio cities mark their communities as a guide to airmen. Under his direction, Ohio air laws were revised and the State launched an intensive air safety campaign. The deceased is survived by his widow, two daughters, aged 8 and 11, his parents, two brothers and a sister.

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#### WAR TIME FLYING INSTRUCTOR DIES IN TUCSON, ARIZ.

A sincere friend and well wisher of the Air Corps, Captain Golden Harold Benefiel, a World War pilot, died Sunday morning, February 28th, a victim of pneumonia.

Captain Benefiel, a native of Lincoln, Neb., was born June 3, 1890. He enlisted in the Aviation Section, Signal Corps, May 20, 1917, and served eight months with the 38th Aero Squadron, attaining the grade of Sergeant. He was then assigned to Chanute Field, Ill., for flying training and, upon completion of same, was commissioned a 1st Lieutenant, January 30, 1918. Ordered to duty overseas in February, he received advanced pursuit training in France at the 3rd Aviation Instruction Center and aerial gunnery training at Cazaux. He was then assigned to duty as flying instructor. Following his honorable discharge, Feb. 4, 1919, he went back into the hotel business and held responsible positions with several prominent hostleries in Omaha, Chicago and Los Angeles. When the Pioneer Hotel was opened in Tucson, Ariz. in December, 1919, he became the General Manager thereof and held this position until his death.

Lieut. Thad V. Foster, A.C., Control Officer, Southwestern Airways, in a recent communication, stated: "Captain Benefiel has been of great assistance to the Air Corps as a coordinator between this office and the City of Tucson. In addition, he has been a helping hand to all pilots, both military and commercial, as shown by the 'Hangar,' a room reserved for 'Air Activities' in the Pioneer Hotel, Tucson."

Captain Benefiel left a widow and three children, aged 15, 9 and 6 years, respectively.



# RADIO

Flight "A" of the 16th Observation Squadron, Langley Field, Va., recently flew a three-ship radio mission to Toledo, Ohio, for the purpose of checking Airway Radio Beacons and Airway Weather Reports. No trouble was encountered on the trip to Toledo. On the return flight to Uniontown, Pa., however, the flight was forced down, due to low ceiling, and landed one by one in a small field at New Cumberland, Ohio. When the weather cleared and an attempt was made to proceed to Pittsburgh, the flight was unable to get off the soft field with full load. This made it necessary for passengers and baggage to be carried to the nearest Airport by auto, which was at New Philadelphia, Ohio. This Airport was only eight miles by air from the field where the flight landed, but was not shown on either strip or State maps, so that the field was unnoticed by any member of the flight. After landing at New Philadelphia, the airmen tuned in on the Smoky City and, finding the weather was clearing, proceeded to that city, where the usual good hospitality of Captain Eaton was enjoyed. The next morning the flight proceeded to Middletown, Pa., where one ship was left for a motor change. Lieut. Roy T. Wright remained with it, while the married members of the flight returned home. The only bad feature of the trip was the fact that Lieut. Wright failed to arrive home in time to keep a date with his one and only.

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Among the activities of the 7th Bombardment Group, March Field, Calif., recently, was a communications problem carried out in cooperation with the Navy. A Bomber from the 11th Squadron, a Ford Transport from the Navy, the Naval Ground Station at Point Loma, San Diego, and the 1st Wing Ground Station at March Field were involved. After the completion of the mission, a critique was held at the 1st Wing Operations Office, and it was announced that the mission had been successful in every respect. Plans are being made for several repetitions of such missions in the near future.

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Two weeks of communications exercises between the 15th Observation Squadron, Scott Field, Ill., and the 6th Infantry were recently brought to a close by a successful demonstration problem at Jefferson Barracks, Mo. The demonstration problem included all the various methods of communication between Infantry troops and an airplane, and was witnessed by the entire garrison at Jefferson Barracks.

During the period of the exercises, two officers from Scott Field, 2nd Lieuts. Edgar A. Sirmyer, Jr., and Evan W. Chatfield, were on detached service with the 6th Infantry and acted as liaison officers. Practically all of the other officers of the 15th Squadron were given practice working with the Infantry troops, and the News Letter Correspondent believes this experience will greatly improve the results to be obtained during the latter part of May when similar work will be conducted at Camp Custer, Mich., in the Corps Area problem.

In the final demonstration, a loud speaker was set up on the parade ground at Jefferson Barracks, and in this way the entire garrison was able to hear all the signals transmitted from the airplane. Lieuts. Joseph A. Bulger and William Schulgen handled the airplane end of the work and everything went through without a slip.

Two-way radio, telephone, pyrotechnics, wing and motor signals, and drop messages were used by the airplane, while radio code, panels, flares and pickup messages were used to send messages from the ground troops.

The airplane used its regular 132 sets, while the Infantry used its 79 transmitter. It was found that this 79 set worked satisfactorily for about 15 miles in sending and about twice that distance in receiving. The powerful broadcasting stations near St. Louis gave considerable interference, especially to the observer in the airplane. The difficulties of the airplane team were also increased by the sending of enemy planes to attack the plane conducting the mission.

The Infantry officers seemed very pleased with the results obtained and their attitude will probably be reflected in the scheduling of more missions at a later date.

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The annual bombing maneuvers of the Third Attack Group at Camp Stanley, Tex., were recently completed, and the personnel returned to Fort Crockett, Texas. From all reports, the bombing was a success. Pilots of the Group were kept busy ferrying the personnel to and from the range.

# Engineering News

Photographic Print Washer. - One print washer was received from the Lenz Washer Company, Lebanon, Missouri. This is one of the largest commercial print washers manufactured to date. It has a diameter of five feet and a depth of eight inches and will be used for washing transformed prints approximately 15 by 16 inches, taken in conjunction with the 5-lens camera. The present Lenz washer is 38 inches in diameter and is not of sufficient capacity for use at the Materiel Division for washing prints of this size. The large washer will be tested at the Materiel Division to determine its suitability for Air Corps use.

Aerial Mapping. - Three representatives of the Materiel Division, Captain Bruce Hill, Lieut. J.F. Phillips and G.A. Magnus, went to Bowman Field, Ky., in the Fairchild XF-1A airplane for the purpose of mapping territory in the vicinity of Fort Knox, Ky. Photographs were taken for the purpose of making a rough mosaic which will be used while photographing an accurate mosaic at lower altitudes. The 5-lens (Type T-3A) camera was used and two strips were flown at 20,000 feet, covering approximately 1,100 square miles. Three strips were flown at an altitude of 15,000 feet, covering an area of approximately 1,500 square miles. Altogether, 145 exposures, producing 725 negatives, were made and will be processed at the Materiel Division preparatory to making a mosaic.

Study of Carbon Monoxide Gases. - A study is being made of the carbon monoxide gases in the cockpits of service airplanes and the necessary changes to the exhaust manifolds to correct conditions where found dangerous. The M-S-A indicators are being used in this project.

Mid Guards for Service Airplanes. - Mid guards are being designed for Douglas Basic and Primary training airplanes.

Fog Navigation. - The installation of the permanent equipment for the full-scale Loth cable landing system at Patterson Field is nearing completion. This installation promises a great improvement over the previous one in respect to range.

Navigation Computer. - Ten Type A-4 navigation computers were procured by the Materiel Division and are being shipped to various Air Corps flying fields for service testing. The computer is used by the navigator for obtaining and maintaining in flight the correct airplane heading under conditions of cross wind. Compass, airspeed indicator and a drift indicator are presupposed as airplane equipment.

The computer consists of a celluloid disk, marked with rimmed parallel lines, and with a brass protractor representing 360 degrees of the compass. Disk and protractor are concentric but work independently of each other. Brass arms and markers, also scaled, represent the ground speed, drift, and air speed of the plane. The air speed and drift are known quantities obtained from the airspeed and drift indicators. The heading of the plane obtained from the compass is a known quantity. By a simple manipulation of the arms and markers based on the known quantities in two distant headings of the plane, and the drawing of two intersecting lines, the heading at which the compass should be set to correct for the cross wind, as well as the ground speed of the plane, is learned.

Mathematically this is a problem of two triangles with a side of each equal (those represented by the air speed of two airplane headings) and one side common (that represented by the wind speed). The prolongation of the ground speed lines of the two triangles gives the new angle from which the correct setting is obtained. The A-4 indicator, however, solves this geometric problem with the precision and simplicity of a slide rule, and with very little practice should be of definite aid to the navigator. The present model, it is thought, can be made an inch smaller, and by substituting a lighter metal or bakelite for the brass, be greatly reduced in weight for convenience in handling in flight.

Photographic Printing Completed. - Printing of photographs taken by Captain Albert W. Stevens, piloted by Lieut. J.F. Phillips, on their recent mapping mission on the west coast for the Coast and Geodetic Survey, has been completed. A total of over 9000 oblique negatives and 3000 vertical negatives were printed, under the direction of Captain Bruce Hill, C.E., at Wright Field, making a total of 1,550 composite 5-lens photographs. The printing on this project was at the rate of approximately 75 transformed photographs per hour, which is a higher rate of speed than heretofore attained.

Special Transport Airplane. - A study has been undertaken of the necessary equipment and rearrangement of a transport airplane into a cafeteria airplane, equipped with steam-heated food table of sufficient capacity to feed a hundred men.

WAR DEPARTMENT ORDERS AFFECTING A.C. OFFICERS

CHANGES OF STATION: To Rockwell Field, Calif.; Major Shepler W. FitzGerald, upon completion course of instruction at Army War College; 1st Lieut. Delmar H. Danton from Office Chief of the Air Corps.

To Office Chief of the Air Corps, Washington: Captain Theofore J. Koenig and 1st Lt. Charles M. Cummings, from A.C. Tactical School; Captain Harlan W. Holden from Scott Field, Ill.; 1st Lt. Pardoe Martin from Mitchel Field.

To Langley Field, Va.: 1st Lieut. Newton Longfellow, from O.C.A.C., Washington; 1st Lt. Edward A. Hillery, Candler Field, Atlanta, Ga.

To Mitchel Field, N.Y.: Captain John G. Colgan from Lunken Airport, Cincinnati, Ohio.

To Fort Benning, Ga. (For duty as Instructor): Major Benjamin G. Weir, from Command and General Staff School, Ft. Leavenworth, Kansas.

To Lunken Airport, Cincinnati, Ohio. (Duty with Organized Reserves): 1st Lieut. Rushrod Hoppin, from Philippines. Previous orders revoked.

To Chicago, Ill.: 1st Lt. Lewis S. Webster from San Antonio Air Depot, for duty with Organized Reserves, 6th Corps Area.

To Crissy Field, Calif.: 1st Lt. George H. Brown, from Chicago, Ill.

To Norton Field, Ohio: 1st Lt. Oscar L. Rogers from Brooks Field, Texas.

To West Point, N.Y.: Major George E. Lovell, Jr. from Air Corps Tactical School, Maxwell Field, Ala., upon completion course of instruction.

To Brooks Field, Texas: Captain Clarence H. Welch from Randolph Field.

To Fort Sill, Okla.: 1st Lt. John P. Kirkendall from Randolph Field.

To Wright Field, Ohio: 1st Lt. John M. McDonnell from Army Industrial College, Washington, D.C.

RELIEVED FROM DETAIL TO AIR CORPS: 2nd Lt. John William Read to Field Artillery, 2nd Division, Fort Sam Houston, Texas.

DETAILED TO THE AIR CORPS: 2nd Lt. Joseph B. Zimmerman, Field Artillery, to Air Corps Training Center, Randolph Field, Texas.

PROMOTIONS: To Lieut.-Colonel, rank March 1, 1932 - Major Horace M. Hickam. To Captain, rank Feb. 25, 1932 - 1st Lieuts. Malcolm S. Lawton; rank Feb. 26 - Jasper K. McDuffie; rank March 1st - Mark R. Woodward, Howard K. Ramey, Lionel H. Dunlap, Harold R. Rivers, Harold D. Smith, Marion L. Elliott, Earle J. Carpenter, James P. Hodges. To 1st Lieut., rank March 1st - 2nd Lieuts. James B. Burwell, James A. Willis, Jr.

RETIREMENT: 1st Lieut. Hjalmar F. Carlson, Mitchel Field, to proceed to his home to await retirement.

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Assignment of 2nd Lt. Milton M. Towner, Panama, to Chamute Field, revoked. Captain Russell L. Maughan, Philippines, to duty with Department of Commerce for one year.

1st Lt. John P. Doyle, Jr., Cavalry, transferred to Air Corps, rank 12-1-31

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NEW MITCHEL FIELD HOSPITAL

Mitchel Field reports with justifiable pride the opening of its new hospital on Feb. 20th. It replaces the old wooden building previously used as a hospital and constitutes an important part of the \$3,000,000 Mitchel Field reconstruction program. It is a two-story brick building, costing \$125,000, and accommodates 25 patients. It contains the most modern and efficient equipment, and it is believed to be the most complete of Army Post hospitals yet built.

The first floor houses an 8-bed enlisted men's general ward, flight examination rooms, two dental rooms with a connecting laboratory and waiting room, an X-ray room and a pharmacy, modern kitchen and mess hall and noncommissioned officer personnel quarters. On the second floor are found a surgical ward, officers' private and semi-private rooms, main operating room, sterilization room, laboratory and semi-public ward room which can be used for women patients, and enlisted personnel quarters. The basement contains the prison ward, emergency operating room, first aid and sick call room and morgue, prophylaxis room, heating plant, supply office and vaults. Each ward has a radio outlet from which a choice of two programs may be had. A unique system of silent signaling from the wards to the ward offices calls the attendant wherever he may be. The heating plant is automatic both in heat regulation and coal feed. A water cooling system brings cool water to all parts of the building, and all apparatus installed is up-to-date. The eye examination room is one of the unique parts of the flight examination suite, being completely enclosed and having an exceptionally ingenious arrangement of all eye testing instruments. The officers, Majors Chase, Moulton and Myers, and the enlisted personnel attached to the hospital are doing everything in their power to make it the Army's outstanding Medical Detachment.

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The following officers were detailed as students to attend the Air Corps Engineering School, Wright Field, O., starting August 1st: 1st Lts. James F. Early, James M. Gillespie, Mervin E. Gross, Paul W. Wolf, James E. Parker, A.R. McConnell, 2nd Lts. George F. Smith, Clarence S. Irvine, John T. Murtha, Jr., Robert F. Travis and Roscoe C. Wilson.

Kelly Field, San Antonio, Texas, March 11th.

A new class of students began training at the Advanced Flying School on March 7th. The class consists of two Regular Army officers, one German Army officer and 101 Flying Cadets.

The Kelly Field ambulance airplane made two emergency trips to Fort Clark within the past week. On the first trip Lieut. Charles G. Percy brought back three enlisted men to the Base Hospital at Fort Sam Houston, and on the second one Master Sergeant Peter Biesiot brought back an enlisted man of Headquarters Troop, First Cavalry, who had been seriously burned.

The 22nd Photo Section was very busy of late making photos of the new class. The Section exposed and developed 101 portraits of students in two days and made 5 contact prints and 2 identification prints, reduced size, from each portrait negative in the next three days.

The Advanced Flying School will soon have 16 new P-12B airplanes. Captain Earl H. DeFord left March 11th for Mather Field to ferry back the first one.

Colonel F.M. Andrews and Captain A.L. Kincaid arrived here March 4th from Santa Monica, Calif., with two Douglas amphibians. They will await the arrival of three Bombers from Langley Field, and upon receipt of orders will proceed to France Field. The following personnel will make the flight in addition to Col. Andrews and Captain Kincaid: Captains George L. Usher and Milo McCune, Lieuts. Marion L. Elliott, Corley P. McDarment, J.M. Gillespie, L.S. Kuter, Sergeants James H. Boyles, W.K. Maginnis and W.J. Heldt.

Lieut.-Col. Glenn I. Jones, Medical Corps, Washington, D.C., and Captain Myron R. Wood, Air Corps, made an inspection of Randolph and Kelly Fields on March 8th and 9th.

Major H.A. Strauss, Materiel Division, Wright Field, was a visitor at Kelly Field on March 4th.

Major John C. McDonnell, Office of the Chief of the Air Corps, stopped here on a ferry trip from the Douglas Plant, picked up Major-General Edwin B. Winans, Corps Area Commander, and took him to Washington.

Capt. Thomas W. Blackburn, Fort Crockett, was a visitor here March 9th.

Master Sgt. Charles S. Meloney left on furlough March 2nd, after which he will be retired. He was Post Sergeant Major for a number of years.

Sergeant Stephen P. Riales, 41st School Squadron, left March 10th for service at Luke Field, Hawaii.

Privates A.L. Merrifield and O.V. Price, 41st School Sqdn., returned from Chamute Field, Ill., where they pursued courses in Airplane Mechanics and Photography.

Mitchel Field, L.I., New York, March 16th.

Captain Ira Eaker literally landed his Lockheed Altair here Feb. 14th. His retractable landing gear failed to work when he prepared to set the ship down. Thru his good judgment, the damage was confined to the propeller blades and a section of plywood covering on the bottom of the fuselage.

The dinner dance given by the Officers' Club at the Rockville Center Country Club February 19th to the officers and ladies of Mitchel Field was well attended.

Lieut. Hez McClellan recently ferried a Bomber from Bristol, Pa., to Rockwell Field, Calif., and returned in a Douglass O-38.

Lieut. Joseph W. Baylor and Miss Mildred Kaltenburn, of Louisville, Ky., were married February 20th. Much to our regret, they left us for Hawaii on March 10th, but we wish them all the happiness in the world.

Off to a slow start in the Second Corps Area Basketball League, the Mitchel Field team finished strong, winning the last ten games by comfortable margins. Taking 14 out of 18 games gave them third place in the League. The coaches of the team were Lieuts. R.F. Travis and D.M. Moler, while the team members were Snow, Wilson, Seberle and Rees from the 5th Obs. Sqdn.; Head, Rarick and Lapsley from the 1st; Mozocco, Lindal and Eddie from the 99th, and Spore from the 29th Engineers.

The Squash Team, composed of Lieuts. D.P. Laubach, R.F. Travis, R.J. Dwyer, S.E. Anderson, J.K. Gerhart, C.G. Goodrich and R.O. Cork, won three out of their four squash matches, defeating the Greenwich Country Club 4 to 2, the Ostend Handball Club of Far Rockaway, 4 to 1 and 5 to 0, and losing to the New York Athletic Club, 3 to 2.

Two new Triangular C-1 type parachutes were received here and tested. The results of the tests so far show the Triangular Chute to differ from the standard chute in these respects: Triangular Chute has little or no oscillation, opens from 35 to 50 feet higher, has less drift, is lighter and more comfortable. It has a lower shock load of opening, and handles slightly easier.

Colonel and Mrs. Howard entertained a number of officers and their wives at a buffet supper at their quarters, honoring Mrs. Howard's niece, Miss Katherine Terrell.

Nichols Field, Rizal, P.I., February 12th.

The post was stunned by the loss of two of our most able pilots, 1st Lieut. Raymond C. Zettel and 2nd Lieut. Elmer L. Meguire, A.C., who were killed in the crash of a Keystone B-3A while attempting a forced landing about 5:30 a.m., on January 15, 1932.

Lieut. Zettel, pilot; Lieut. Meguire, Observer, and three enlisted men took off at 5:10 a.m., for a six-hour off shore patrol mission in connection with the annual maneuvers of the Philippine Division. After having been up for about 20 minutes, and while out over Manila Bay, the right motor cut out. At that time it was very dark, and only the outlines of terrestrial features could be made out, which made forced landings exceedingly hazardous. With the aid of the good motor, Lieut. Zettel reached the shore and made a perfect approach to what appeared to be an ideal beach, but what actually was a flat of very soft mud. The ship rolled about 60 feet and nosed over. Lieuts. Zettel and Meguire were hopelessly trapped and were smothered by the watery muck. The nose of the ship was so buried in the mud that rescue was impossible. The three enlisted men escaped with minor bruises and gasoline burns.

Lieut. Zettel was to have returned to the States in June of this year. Lieut. Meguire had just been assigned to this station, having arrived in the Department on the December transport.

On January 13, 1932, eight planes and their crews left Nichols Field for Clark Field to participate in the Philippine Division Maneuvers. The detachment made several reconnaissance missions while at Clark Field. On January 19th, the detachment was split, one half going to Del Carmen, Pampanga, P.I., the other half going to San Miguel, Tarlac, P.I. After three days of almost continuous flying, the maneuvers terminated and the detachment reassembled at Clark Field.

Private Johnson, 2nd Observation Squadron, made an interesting parachute jump on January 28th, that is, the landing was interesting, inasmuch as he landed in the slough in about three feet of mud.

During January, the 2nd Observation Squadron accumulated about 400 flying hours, most of which was spent on the Philippine Division Maneuvers.

The 28th Bombardment Squadron cooperated to the extent of 131 flying hours with the Philippine Division Maneuvers.

Scott Field, Belleville, Ill., March 23rd.

Orders were received relieving Captains Wolcott P. Hayes and Harlan W. Holden from duty at Scott Field. The former will go to the Tactical School, Maxwell Field, for the course starting in September, while the latter goes to Washington for a tour of duty in the Office of the Chief of the Air Corps. Both officers were on duty with the 15th Observation Squadron since its arrival at this station from Selfridge Field in July, 1930.

Scott Field basketball team completed its regular schedule March 12th, when it dropped a closely fought game to Selfridge Field 30 to 24. The Pursuiters ran away to a big lead in the first half, but Scott came to the front after the intermission and made it a real battle during the last quarter. Both teams moved to Jefferson Barracks the following day for the Corps Area championship tournament. Both won their first round games and the luck of the draw will bring them together again in the semi-final round.

Second Lieut. Lloyd L. Sailor, Air Reserve, reported here March 21st for a period of active duty extending to June 30th, and was assigned to the 15th Obs. Sqdn. for duty. Lieut. Sailor had previously been with this organization for about a year, his last tour of duty ending last fall.

Second Lieuts. Oscar K. Harris, Thomas N. Charles and George H. Stokes, whose extended active duty tours ended Feb. 13th, all reported back from their homes, their tours having been extended to June 30th.

Orders for five newly commissioned Reserve officers to report for an extended tour of active duty were received recently. These five officers, graduates from the last class at the Advanced Flying School, will be a welcome addition to the piloting personnel of the 13th Obs. Squadron. They are 2nd Lieuts. Carl F. Bruce, Benjamin H. Dally, Jr., Jack D. Milstead, Lawrence K. Welch and Maurice W. Wiley.

San Antonio Air Depot, Duncan Field, Texas, March 12th.

The Engineering Department overhauled and repaired the following airplanes and engines during February:

Airplanes overhauled - 2 A-3, 1 A-3A, 3 A-3B, 1 LB-6, 2 O2-H, 1 O-2J, 4 O-19B, 3 P-1C, 6 BT-2B, 3 PT-3, 2 PT-3A, 1 C-7A, Total 29.

Airplanes repaired - 2 A-3B, 1 LB-7, 1 O2-H, 5 O-19B, 1 O-19C, 1 O-19E, 1 O-38B, 2 BT-1, 2 BT-2B, 1 YPT-10, 1 C-9, total 18.

Engines overhauled - 17 R-790, 15 R-1340, 4 R-1750, 3 R-540, 1 R-1690, 7 V-1150, 2 R-975, total 47.

Engines repaired - 4 R-1340, 12 V-1150, 2 R-790, 1 R-975, 18 V-1650, total 37.

Captain Robert J. Wagoner, Quartermaster Corps, and family, were welcome arrivals in our midst on Feb. 27th. Capt. Wagoner, formerly on duty in the of-

fice of the Quartermaster, 8th Corps Area, was assigned to duty here to relieve Captain Longacre, our departing Quartermaster.

Captain Clarence Longacre, QMC, departed from this Depot March 16th, accompanied by Mrs. Longacre, for a leave of absence of 24 days, visiting in the East, at the termination of which he will sail for Paris, France, for duty with the Pilgrimage of Mothers and Widows to the cemeteries of Europe. Captain and Mrs. Longacre have been with this command since March 2, 1931. Their departure constituted a greatly regretted loss to our official family circle, and they take with them the warmest wishes of the Depot personnel for an enjoyable voyage and happiness in their new activity.

Lieut.-Colonel Frank M. Andrews, of the Office of the Chief of the Air Corps, and Captain Alvin C. Kincaid, of France Field, C.Z., who stopped at Kelly Field enroute piloting two new Douglas amphibians from the Douglas Factory, Santa Monica, Calif., to Panama, afforded this station the pleasure of informal visits, renewing old acquaintances while here.

Lieut.-Col. A.G. Fisher, Commanding Officer, and Lieut. C.E. Thomas, Jr., Depot Supply Officer, took off March 6th on a cross-country trip to the Rockwell Air Depot, Coronado, Calif., for a conference on maintenance of Air Corps supplies and equipment, and to Alameda, Calif., to inspect the proposed site for the new Air Depot to be constructed there.

Major H.A. Strauss, of the Materiel Division, Wright Field, while on a visit to Randolph Field, March 2nd to 5th, to ferry a T1PT-11 plane from that station to Wright Field, visited this Depot as the house guest of Captain Warner B. Gates and family.

Major John Van O. Weaver, Air Corps Reserve, business man of San Antonio, and active in aviation matters, is with us for his second 14-day tour of active duty training, beginning March 7th.

Mr. O.H. Kroh, of Cleveland, Ohio, was a visitor here Feb. 18th to March 1st, as the guest of his son-in-law, Capt. Warner B. Gates, and family.

#### Patterson Field, Fairfield, Ohio, March 17th.

Major A.L. Sneed, Commanding Officer, Lieuts. D.R. Goodrich and F.M. Zeigler ferried P-12D's to Langley Field, Va., March 3rd. Captain H.W. Flickinger assumed command during the absence of Major Sneed.

Planes were ferried from this station, as follows: A BT-2B to Candler Field Atlanta, Ga., on March 3rd by Lieut. G.V. McIlke; P-12C's to Maxwell Field, Ala., March 11th, by Lieuts. P.W. Timberlake and C.S. Irvine, these officers returning the following day in an O-25; an O-25 to Maxwell Field, March 12th, by Lieut. M.B. Asp.

Supplies to Scott, Richards and Chanute Fields were ferried March 9th and 10th by Lieut. R.L. Williamson, and to Stout, Scott and Richards Fields, March 11th-13th by Lieut. F.M. Zeigler.

Major-General Hugh A. Drum, Commanding the Fifth Corps Area, made an official call at this station on March 9th.

Capt. Gardner and Lieut. Sloan, from Sky Harbor, Tenn., visited here Mch. 2.

The following were cross-country visitors: Lieuts. French, Strunk and Dum from Selfridge Field; Lieut. Beebe, Sgt. Cote (passenger) and Capt. Giles, pilot, Sgt. Liffler, passenger, from Rockwell Field, Calif.; Lieut. Goodrich, pilot, Congressman Herr, passenger, from Bolling Field; Lieut. Shanahan, Middletown Air Depot; Lieut. Anderson, pilot, Lieut. Nicol, passenger, from Detroit; Lieut. Paul, pilot, Sgt. March, passenger, from Chicago; Capt. Taylor, Mitchel Field; and Capt. Haywood from Chanute Field.

The following officers ferried airplanes to this station for major overhaul: Lt. Jackson from Ft. Leavenworth, Kans.; Sgts. Swisher and Hamlin, Chanute Field; Lieuts. Reed and Bulger, Scott Field; Lieut. Smith, Schoen Field; Major Houghlar pilot, Major Long, passenger, from Offutt Field.

The following officers ferried overhauled airplanes to their home stations: Lieut. Anderson, pilot, Sgt. Travis, passenger, in an LB-6 to Kelly Field, Texas; Capt. Paul in O-25A to Maxwell Field; Captain Borum in BT-2 to Chanute Field.

#### Bolling Field, D.C., March 11th.

On Saturday, February 20th, the officers and enlisted men of Bolling Field were stunned to hear that Lieut. Charles F. Pugh, Air Corps, had been killed in a crash at the Hagerstown, Md., Airport. Lieut. Pugh had been on duty at this Field for a year and a half, coming here from Mitchel Field, N.Y. At the time of his death he was Assistant Engineering and Parachute Officer. His friendly and ever present smile and sunny disposition made him very popular with everyone on duty, both at Bolling Field and in the Office of the Chief of the Air Corps.

#### AIR CORPS TACTICAL SCHOOL, Maxwell Field, Ala., March 22nd.

The Air Corps Tactical School is recovering from the vacation period from March 11th to 22nd, when all class work was suspended. There was a general exodus of instructors and students promptly on the close of the last class. By plane, motor and train they departed for a complete change that they might

return refreshed mentally and physically to resume the conflict on the maps of Gettysburg. Personnel not on school duty carried on as usual, utilizing the vacation for preparing equipment, etc., for the remainder of the school year.

Recent guests by air include the following: Lieuts. Brownfield and Barnett from Fort Benning, Ga.; Lieut. Smith, U.S.N., Naval Air Station, Pensacola; Capts. George Usher, Milo McCune, Lieuts. Marion Elliott, C.P. McDarment, J.M. Gillespie, L.L. Kuter and R.C.W. Booker passed through ferrying three B-6 planes to France Field, Canal Zone. Lieut. R.R. Gillespie was a passenger or stowaway on this flight. Lieut. Melvin Asp delivered an O-25A to the School, returning to Dayton by rail. Lieuts. "Hungry" Gates and Freddy Von Kimble passed through ferrying O-38's for the New Jersey National Guard.

Orders were received detailing Captains F.I. Eglin, A.K. Ladd and J.I. Moore for duty with the staff and faculty of the Tactical School upon the completion of the course at the Command and General Staff School, Ft. Leavenworth, Kans. These officers graduated from the Tactical School, Class of 1930.

Officers not on school duty are eagerly looking forward to orders for officers to Maxwell for duty other than school. To date there has been a steady loss with practically no replacements, and recent orders received indicate that the few replacements are here only for the summer, after which most of them report for duty as students - a sad disappointment for the few aspiring unfortunates.

A number of out-of-town guests were the inspiration for numerous social activities despite the large number of absentees on spring vacation.

Freezing weather delayed construction activities to a marked degree but drew no comment, as anything which delays construction at Maxwell is to be expected and long experience has led to the adoption of an attitude of resignation.

This same cold weather has had a noticeable effect on mounted activities, though it has not prevented the devoted few from carrying on as per usual.

#### 40th Division Aviation, Calif. National Guard, February and March.

At the regular drill period on a recent Sunday, surprise orders were issued for a test mobilization of this organization. Schedule was suspended and the outfit went into action. Full field equipment, including steel helmets, was issued, packs were rolled, section equipment packed for motor transport, interior guard was posted, flying equipment checked for immediate cross-country. Inspection and roll call was followed by conferences, which brought out many practical suggestions for the improvement in efficiency and time of this operation.

The 1st Battalion of the 160th Infantry, Calif. N.G., were out in force on Sunday, Jan. 10th, their headquarters company and communication personnel, with Staff, joining with this unit in a practical problem involving staff work, infantry liaison, visual reconnaissance, photographic, command, radio, drop and pick-up messages and an observation formation. The panel work was particularly interesting to the infantry personnel, as was the pick-up and drop message work. Enemy positions and activity were simulated. Division and Battalion command posts were established, worked and moved. After the problem, which was divided into several phases, conferences were held between the infantry staff and our own.

The following Sunday drill, the 2nd Battalion of the same regiment worked a similar problem with our unit, involving seven distinct phases, and with detail better prepared and functioning because of the previous experience of the staff. These joint problems were found to be very interesting to all personnel concerned, and a great deal of practical benefit resulted, which should be apparent at next summer's training camp, where the 40th Division Aviation will work for two weeks with the 160th and 185th regiments, comprising the 80th Brigade and the 143rd Field Artillery.

Five planes spent three days, based at Carpenteria, near Santa Barbara, Calif., in a systematic search over an area of some 600 square miles, for the missing Century-Pacific passenger plane which was lost between Ekersfield and Los Angeles. The mission was not a pleasant one, with zero weather over very rough and desolate country. The search was well organized and included some 60 planes, all working over a stated portion of country, searching systematically and using excellent, large scale maps. All gas and oil was furnished by the company which lost the ship. Services of pilots and observers were voluntary.

On Sunday, February 21st, this Squadron had the pleasure of entertaining Major-General Booth and Colonel Isaac Jones. The General was much interested in the operation of this unit, and the officers feel that his short visit was a rare treat to us, not only to know such a distinguished representative of the Regular establishment, but to have some contact with the General Staff, and particularly with one who is proceeding to the Philippines for duty at this time.

Pick-up and dropped messages were practiced with a detachment of the 160th Infantry again on February 21st. All men participating are becoming expert in this method of communication between air and ground and appear to be extremely interested in it.

On February 22nd, the 115th Observation put a 5-ship formation over San Pedro, Los Angeles Harbor, for a joint celebration of Washington's birthday and

Harbor Day.

On February 28th, this unit was inspected by Major-General Barrows, commanding the 40th Division, and his staff. The inspecting officers stayed over for a barbecue lunch in the open with the officers of the squadron.

The first cross-country trip in many months was recently completed by Lieut. Gilmore, Crissy Field, San Francisco, and return. We have missed this training very greatly in the past year, and hope that shortly we may again participate in this necessary form of training.

Four of our enlisted men recently entered the cadet class at Randolph Field for training - Sgt. Gardner, Privates Macintire, Schmid and McHenry. We wish the lads luck, and hope to see them back with us later.

March Field, Riverside, Calif., March 16th.

17th Pursuit Group: The Group took over the pursuit training schedule at March Field on the first of March. Group formation work and tactical problems are being carried out by the three squadrons of the Group. Ground School for officers of this Group is "Organization of the Army." A two-weeks' course in this subject was completed with an examination on March 1st.

Captain Charles Douglas, Commanding Officer of the 34th Pursuit Squadron, made a hurried cross-country trip to Indianapolis, Ind., being called home due to the serious illness of his father. Flying a P-12E, he left March Field on February 28th and landed at Indianapolis at noon of the 29th. He returned here March 6th, his father recovering sufficiently to permit his departure.

The 95th Pursuit Squadron, led by Lieut. Leo H. Dawson, C.O., made a performance flight to Mather Field and return Feb. 23rd. Oxygen equipment was used by the pilots, part of the 800-mile flight being conducted at 21,000 feet.

Two deaths occurred in the enlisted personnel of the Group during the past month. Staff Sgt. John Campbell, 73rd Pursuit Sqdn., was killed by a freight train on the morning of Feb. 8th. It is thought that he started walking the tracks as a short cut to town to get gasoline for his stalled automobile, and failed to hear the approaching train. Private Leo P. Hetzel, 64th Service Sqdn., was fatally injured Feb. 20th, when his automobile struck a tree on a grade between March Field and Riverside.

Two Reserve officers from the 17th Group recently concluded their active duty tour, Lieuts. Floyd Davidson and Lane W. Sharman.

7th Bombardment Group: Captains Y.A. Pitts and Leo Post functioned as Group Commanders during most of February in the absence of Major J.T. McNarney, who was in the East to secure a Keystone B-4A for ferrying to this station.

Private Harry H. Bissel, Jr., 11th Bombardment Sqdn., and Private, 1st Cl. Earl A. Larimore, 34th Pursuit Squadron, were appointed as Flying Cadets, joining the March class at Randolph Field. Cadet Bissel is the son of Lt.-Col. Harry H. Bissel, Retired, of Coronado, Calif. Cadet Larimore's case is worthy of note because of the fact that during his off hours in the past four years at March Field he acquired the necessary school credits to qualify for appointment. Although it was a long, hard pull, Larimore never once faltered in his drive for the goal of Cadet School. The best wishes of the personnel of the field go to these two men from the ranks.

The March Field basketball team again participated in the 9th Corps Area championship tournament and lacked just a wee bit of having enough drive to come back with the championship. Their record was 4 won and 1 lost. They bowed to the Presidio of San Francisco, the final victors. We will try again next year.

Lieut. Harold F. Blackburn, Reserve, on extended active duty for the past year with the 11th Bombardment Sqdn., took a short leave, and was married Feb. 27th to Miss Martha Louise Bonurant, daughter of W.W. Bondurant, well known in San Antonio military circles through his connection with the Texas Military Institute of that city. The wedding in San Antonio was attended by a small number of invited guests. Second Lieut. K.H. Greeson, Brooks Field, was best man.

Foreign service details continue to aid in the turnover of personnel here. First Sgt. Benevides, 31st Bomb. Sqdn., received orders for the Hawaiian Dept. as replacement for Joseph J. Miller, returning First Sgt., 75th Service Squadron, Wheeler Field. Tech. Sgt. Edward E. King is to leave shortly for Hawaii to replace Tech. Sgt. Elga M. Glendy, who will come to this station after release from Walter Reed Hospital.

France Field, Panama Canal Zone, March 3rd.

On February 10th, all planes and troops returned from the annual maneuvers, and the social life of the post resumed its normal swing with dinners, teas, bridge and the usual Saturday night dancing at the Strangers Club.

Latest arrivals at this station were Lieuts. George E. Rice, Cornelius E. O'Connor and William L. Scott, Jr. The first-named was assigned to the Panama Air Depot, and the last two to the 25th Bombardment Squadron. This is Lieut. Scott's first tour of foreign duty. Both Lieuts. O'Connor and Rice are old timers, each having served one previous tour, the former in the Philippines and the latter in Hawaii. By their increasing girths it seems to agree with them. Scott has hopes.



Duty of a new order for Air Corps officers took Lieuts. Overacker and Forrest away from the command on March 1st. They are to be instructed and trained in Anti-aircraft Intelligence. After two or three days' instruction at Fort Amador, each will be given a detail of forty men, a million miles of telephone wire and a more junior second lieutenant to conquer the peaks of Darien. The plan is to establish observation posts on many of the high hills on the Pacific Coast for the purpose of locating any enemy aircraft which may approach the Isthmus. Lieut. Forrest is sufficiently optimistic over the detail to take rifles and fishing tackle for his amusement and to while away the many lazy hours in the jungle. If the Engineers had cut a trail for him, of which there is a shallow rumor, he may get the chance, but if they don't - we are afraid that the deer, boar, tapirs and snook will continue their peaceful existence undisturbed.

The Provisional Observation Group, under Captain Robert D. Knapp, consisting of the 7th and 44th Observation Squadrons, was recently organized to facilitate training. The 7th Squadron now performs only tactical missions relating to the interior training of an organization, such as formation flying, gunnery, photography, reconnaissance, etc., while the 44th Squadron performs all cooperative missions with the Coast Artillery, Anti-Aircraft, Field Artillery, Infantry, etc. In addition to other missions, the 44th runs the "Fresh Air Taxi Service" from one side of the Isthmus to the other. A suggestion was recently made that the 44th's insignia be changed to a field of "Yellow Taxi" yellow and a taxi meter rampant. This distribution of duties was made with the idea of permitting each organization to perfect its training in its assigned duties, with an interchange of pilots at the end of six months.

Captain A.C. Kincaid and Lieuts. T.L. Bryan and D.B. Schanep departed for the States on one of the best ferry trips of the year, sailing on the REPUBLIC on Feb. 10th. After ferrying two Bombers from Langley Field, Va. to March Field, they will receive two new Douglas Amphibians at Santa Monica for delivery to France Field.

#### France Field, Panama Canal Zone, March 18th.

The good old ship "Humpty Dump" was caught at its moorings in Limon Bay the early part of the month by the 25th Bombardment Squadron when it commenced its annual bombing practice, and now that the record practice is almost over, the "Good Old Ship" is once more just a wreck. This wet "dry season" has stolen many days from bombing practice, but within three or four days we will know who will have the honor to represent the Squadron at the Annual Matches - and automatically have the length of his tour of foreign service extended for the privilege.

The France Field Pistol Team sponsored an informal meet on the 6th when they invited teams from the Cristobal Pistol Club, Canal Zone Police, and the 2nd Field Artillery to shoot over the France Field Range. Teams consisted of five men and, in addition, there were many competing individually. France Field took second place to the Zone cops, and Corporal Brodner, 7th Obs. Sqdn., was third high man of the day. Future matches are already scheduled, and much enthusiasm is expected in this sport.

Lieut. Neal Ausman, who arrived in December, was stricken with acute appendicitis and rushed to Colon Hospital. He is recovering rapidly from the operation and expects to be home shortly.

During February, the Panama Air Depot overhauled 3 F-12B and 3 O-19C airplanes, and 3 SR-1340D and 2 R-1340C engines. The Parachute Department folded 90 parachutes, inspected 119, repaired 32 and drop-tested 28.

#### Langley Field, Hampton, Va., March 15th.

Three Bombers left Langley Field March 5th for Kelly Field to join with some other planes and form a convoy for a flight to Panama, with Lieut.-Col. F.M. Andrews, O.C.A.C., Washington, in command. Col. Andrews went to California to secure a plane and is to meet the other members of the flight at Kelly Field. Ten days will be spent in San Antonio, Texas, fixing up passports and other State Department papers for the passage of the flight through Latin America.

Two pilots and one mechanic were assigned to each plane. The personnel from Langley Field are Captains George L. Usher, Milo McCune, Lieuts. J.M. Gillespie, Marion L. Elliott, L.S. Kuter and Corley P. McDarment. The flight will make Augusta, Ga., the first day and perhaps spend the second day at Maxwell Field, Ala. The personnel of the flight are much excited over the prospects of the trip. It is the first time any of them have flown planes through to Panama, but several of the pilots have been in Latin-American countries before and can speak Spanish. They are anxious to get below the Rio Grande and see how much of their Spanish they have remembered or, rather, forgotten.

A Post Boxing Team was formed March 9th, with 18 men from practically every organization on the post turning out. This aggregation includes such well known exponents of the fistic art as "Bob" Skriner, 19th Airship Company, and 1931 Third Corps Area Champion; Scott, fighting lightweight of the same organization; Hutchinson, a clever welterweight of 8th Pursuit Group Hqrs.;

"Bozo" Morano, battling lightweight of the 19th A.S. Co.; and a host of others who have appeared locally during the past few months.

An old disused building was converted into a gymnasium, with most of the appliances and paraphernalia incident to the production of cauliflower ears already installed. It is hoped by all that this team will prove itself second to none. With such an experienced and willing aggregation, a very creditable showing is assured.

Second Photo Section: Lieut. J.G. Fratt, accompanied by Staff Sgt. John A. Taylor, recently flew to Wright Field, Ohio, for the purpose of procurement and installation of close reading photographic altimeter, strut thermometer and similar equipment to facilitate accurate accomplishment of current photographic projects in the F1 airplane.

Second Bombardment Wing Headquarters: The 2nd Bombardment Wing Headquarters bowling team seems to have forgotten which way they were running. Off to a good start, the team steadily decreased its stride until it now occupies one of the cellar (not stellar) positions. However, we have one man to uphold the honor of the organization, to wit: Sergeant Falkowski, who recently bowled high individual game score of 279. This is a record for the Langley League and will probably stand for some time, we hope.

19th Airship Company: During the past news period, the 19th participated in two liaison missions with squadrons of the 2nd Bombardment Group. On these missions the TC-11 flew at an altitude of 2,000 to 3,000 feet while the LB's flew under and bombed the shadow of the airship. Considering the fact that the shadow of the airship was moving at a greater speed than a steamship could be expected to move, the problem of the bombers can be appreciated. Surprisingly accurate results were obtained, direct hits being by no means rare.

Work is to be started on replacing the envelope on the TC-11 as soon as surfaces arrive. As this equipment is due now, the new envelope will probably be inflated about the middle of the month.

The speed tests on the TE-2 have gotten under way. On the first test over a triangular course, a top speed of approximately 53 mph was obtained. Whether this figure will stand or not remains to be proven in future runs.

Baseball moves into the limelight in the organization. The call for candidates for the Company team has gone forth and the response was gratifying. The list indicates that there will be but a slight change from last year's cup winning team. Private Hoehns, who pitched last season for the Fort Eustis Post Team, is now a member of this organization and has turned out for practice.

#### Fort Crockett, Galveston, Texas, March 7th.

An aerial review was recently flown for the officers and cadets of the German cruiser KARLSRUHE which was in port at that time. As the affair had been announced in the papers of the day before, there was quite a crowd present to view the demonstration.

The 13th Squadron basketball team won its third straight Post League championship on the night of March 3rd, when they took a close game from the 60th Service Squadron loopsters, 29-31. Not a substitute was used by the winners during the entire contest. They relied on team work and plays built around their tall center, Lieut. Leslie O. Peterson, who was second high scorer for the game. Right after the contest started, a foul by one of the Service men gave the 13th a chance for a free throw which they made good. That gave the Ghostmen the lead and from that time on they were never topped. McLaughlin, a new addition to the Service quint, got hot in the second half and accounted for several points, cutting down the lead the winners had built up.

The 13th Squadron team was composed of Pearson and Hogrefe, forwards; Peterson, Center; and Miltz and Polsgrove, Guards. These five men comprise one of the best teams in the city. Although they are eligible to play in the city league tournament by reason of their championship, they have decided to call it quits until next season.

The 60th Squadron team was composed of Arnold and Gibson, forwards; Karnes, center; McLaughlin and White, guards, and Bentley and MacArthur, substitutes.

This win allows the 13th Squadron to keep their unofficial title of champion athletes of Fort Crockett.

#### Luke Field, T.H., March 1st.

Officers arriving aboard the USAT GRANT on February 10th were assigned to duty, as follows: Capt. Raphael Baez to the 23rd Bomb. Sqdn.; 1st Lieut. James B. Carroll to 5th Composite Group Hqrs as Group Operations Officer, vice 2nd Lt. F. Edgar Cheatle, relieved; 2nd Lt. J.A. Tarro to 4th Obs. Sqdn.; 2nd Lt. C.D. Fator to 50th Obs. Sqdn., and 2nd Lt. J.C. Kilbourn to the 72nd Bomb. Sqdn.

Flying training for February consisted of formation, night and cross-country flying, aerial photography, communications radio, aerial gunnery, aerial bombing, camera obscura, aerial navigation and reconnaissance, instrument flying, performance flights, maneuvers and cooperation with other branches of the service.

In the first week of February, the 5th Composite Group dispatched planes on inter-island flights to various islands to transport supplies, equipment and military personnel necessary for the establishment of ground observation posts and air operating bases, in compliance with BLACK PLAN, Grand Joint Exercise No. 4, Headquarters Hawaiian Department, dated December 16, 1931.

The Army Air Force of the Hawaiian Department, outnumbered two to one by the invading Blue Forces in the Joint Army and Navy Maneuvers, had their work cut out for them in a way that put all men on their mettle and required them to operate and live under conditions of actual warfare in the field. When word reached this field that the invaders had left the Pacific Coast enroute to attack the Territory of Hawaii, it was early predicted that the first clashes would be between opposing air forces, the 200 odd planes housed and operated from the huge and speedy aircraft carriers SARATOGA and LEXINGTON and the forces of half that size on Oahu. The plan was that camouflage and hidden airdromes should be taken advantage of in concealing our forces from overwhelming odds, and furnishing an unknown base from which surprise attacks might be launched against the oncoming foe.

The "Somewhere on Oahu" bases of Bombardment Squadrons proved to be a complete success from the concealment standpoint. The establishment and maintenance of these bases at the same time furnished a check on the ability of organizations concerned to move on short notice, bag and baggage, using planes for transportation, carrying men and equipment to inaccessible hidden points, where camps and improvised flying fields were set up and operated, and where the organizations carried on as separate units without the use of any facilities other than their own men and equipment.

Although we are as yet in the dark as to who won the "War," we feel quite certain that the Air Corps has proven its worth and demonstrated by its resistance against overwhelming odds the efficiency and morale of its personnel, and has proved to skeptics its worth as the main weapon of the nation's defense.

On January 27th, two planes were feared to be lost when, after two hours flying, they radioed their home field that they had failed to sight Kauai, their objective, due to heavy fog and high winds, which blew the planes off their course. The planes included a Sikorsky amphibian and an O-19 Observation plane. In the Sikorsky were Lieut. Theodore B. Anderson, pilot; Private Charles F. Bibb, crew chief; Corp. George Shepherd, radio operator; George H. Miller and Rodney Davis, civilian employees of the Air Depot; and A.J. Caesar of the Hawaiian Welding Company. Those in the Observation plane of the 11th Photo Section were Lieut. Kenneth P. McNaughton, pilot, and Tech. Sgt. Arthur Stolte, photographer.

The planes took off from Luke Field at 9:50 a.m., and at 10:45 reported they were running into an area of poor visibility. Later the two planes lost contact with each other. At 12:58 p.m., they landed at Port Allen, Kauai, and so notified Luke Field. The Navy authorities at Pearl Harbor, with characteristic efficiency, were on the point of dispatching three mine sweepers to the vicinity of Kauai when the glad tidings came that the two planes had landed safely.

50th Observation Squadron: This organization remained at Luke Field for the period of the Maneuvers to act as aerial offshore and inshore patrol for the Island of Oahu. Regular dawn and dusk patrols were dispatched from the sixth to the tenth, inclusive, and pilots were on the alert throughout the 24 hours. Special patrols were flown as ordered throughout the hours of darkness in whatever sector ground observation post reported suspicious craft. The Squadron flew over a hundred hours during the maneuvers, most of this time being spent on radio missions, and to Squadron Communications goes the credit for the excellent results obtained with but one minor failure, a short in some "B" Battery leads to mar a perfect operating record.

Throughout the maneuvers, our engineering department, operating all hours without a complaint, worked with untiring diligence in maintenance of planes, motors and equipment, deservedly had the confidence of all pilots and observers. Inasmuch as all of our patrols were single planes and were over water, several of them out of sight of Oahu, and no complaints were made of any plane, this department may well be proud of its record.

At noon on February 12th, the war was declared officially over as far as the Air Corps was concerned, and the Squadron returned to normal operations glad to have been in it but also happy to be able to get some uninterrupted sleep.

72nd Bombardment Squadron: During the Army-Navy Joint Exercises, the Squadron, under the command of 1st Lieut. Wm. B. Clarke, undertook to establish itself at an airdrome concealed in the Waianae Pocket south of Kole Kole Pass. The undertaking was a severe test of the mobility and operating efficiency of this squadron, which is under the command of

On Friday morning, February 5th, we moved into the Waianae Pocket. Our camouflage problem was serious. Seventy-five feet of wing span, nine feet wide on each side of nine Bombers was too much to overcome except by the use of paint, which was not allowed. The terrain of the flying field and numerous ditches and gullies around its edges was such that concealment of planes was impossible. A high narrow crown ran down its middle length. This crown was the runway. It was so high that one could stand on it and look out across the top of the surrounding algaroba thickets. It was so narrow that our wing tips overhung. The whole runway was freshly plowed and dragged. It was covered with soft reddish soil which the wind, that came screeching down from Kole Kole Pass, picked up and turned into a sand blast that poured steadily day and night across our dispersed planes and through their Cyclone motors. Pictures taken of these sandstorms show wind indicators stiffened out on bending poles and men with their bodies bent in an effort to move against it, while algaroba bushes appear with their branches streaming down wind like the dishevelled hair of a fleeing virgin.

The terrain of the field anywhere off the narrow crown of the runway was a

series of ridges and depressions, taxiing over which was disastrous. We saw a line of light globes and ten foot poles down on one side of the runway. Investigation disclosed that these were the landing lights. It meant taking off and landing in the place at night. Ahead of us loomed the Waianae Mountain Range, on each side were inclosing ranges of from 1,000 to 3,000 feet high. The Potek was about two miles wide. The procedure of take-off was to fly straight at the Waianae Range and turn soon enough to miss it. Then with the help of a wind of gale proportions to exercise extreme caution against banking too steeply, but try to be blown by the wind around the first turn in an arc narrow to miss the mountains enclosing us on the left. Once the 180 degree turn was made, there was nothing to it but to dodge the 1500 ft. peaks downwind between the field and the ocean at Waianae. Once over the ocean, one might begin to breathe again.

4th Observation Squadron: During the recent Joint Army-Navy Maneuvers, this Squadron performed the maximum and best that could be expected from Observation Aviation. The Squadron carried out orders to defend the Hawaiian Islands by putting an observation screen around the entire group.

Seventeen officers and 80 enlisted men composed the Squadron which moved by air from Luke Field with all necessary equipment and rations for field duty at different islands. "A" Flight and Squadron Headquarters, with four O-19B's and one Douglas Amphibian established an Air Operating Base at Homestead Field, Molokai; "E" Flight with three O-19B's at Port Allen, Kauai, and "C" Flight with three O-19B's at Hilo Airport, Hawaii. Moving of the Squadron began on the morning of Feb. 2nd, and was completed by the morning of the 4th, and on the following day the squadron was pronounced ready for actual activities against the "Blue" enemy. Each of the flights was assigned its patrol sector, which was covered by three different routes, three times daily, at daybreak, noon and dusk, all patrols required to fly at least 25 miles off shore, some patrol routes being as long as 225 miles. The actual war activities were declared on the morning of Feb. 6th, and the first enemy vessel was spotted by "C" flight at 7:50 a.m. of that morning approaching Hilo Harbor.

When the "Armistice" was declared on Feb. 13th, it was found that this Squadron during the eight days of the "war" amassed 177 flying hours and covered approximately 15,000 miles without any mishap. This is a record of which any squadron could be proud, especially as most of the missions were performed at a distance of from 50 to 60 miles from the nearest land. The work of the Ground Observation Posts was most successful. Very important information regarding the enemy movements was furnished.

23rd Bombardment Squadron: Grand Joint Exercise No. 4 is now past history, and while the higher commands are still fighting it out on paper, there is little doubt among the readers of this letter as to who "won the War." This Squadron participated to the man, morale and efficiency remaining high as usual, though many brave men died (assumed) with their boots (or shoes, as the case may be) on. Of the nine proud LB-6's and B-5A's which sallied out so gallantly to war, only three (assumed) war-torn hulks remain.

Be that as it may, excellent work was done by all concerned. Moves were made from one field to another, either in daylight or darkness; all personnel and equipment was carried in the airplanes to new positions; long distance flights over water and out of sight of land were accomplished, and the severest strain was imposed on personnel and materiel, all for a period of over a week, without the slightest mishap. The 18th Composite Wing was the recipient of a commendation from the Department Commander, General Wells, for the excellent work done during the Exercise.

#### 18th Pursuit Group, Wheeler Field, T.H., Feb. 25th.

The entire Group found itself working under war conditions during the recent Army-Navy Maneuvers. Pursuit and Attack took up camouflaged positions "somewhere on Oahu." The Communications Section under Lieut. Searcy performed in a highly efficient manner at Group Hqrs. The 75th Service Sqdn. worked night and day keeping all ships in condition, including two Douglas Dolphins and one Sikorsky which were used as rescue ships. (No rescues, however, were necessary). The 75th also manned 18 anti-aircraft machine guns in the vicinity of Wheeler Field, but reported no target other than mosquitoes. Three Navy pilots were assigned to the Group as Umpires during the Maneuvers, Lieuts. (JG) Burch, Dosier and Ahroon. Each officer was assigned to a squadron and accompanied that squadron on all flights performed in connection with the "War."

At the conclusion of maneuvers on Feb. 18th, the Group participated in the Hawaiian Division Review in honor of Admiral F.H. Schofield, Commanding Officer of the U.S.S. PENNSYLVANIA. The following day was declared a holiday, thereby giving us four free days, thanks to a weekend and Washington's Birthday. On the morning of Feb. 22nd, two flights of Pursuit assisted in an aerial demonstration over Honolulu coincident with the Washington Bicentennial parade.

Due to rainy weather, the track and field meet scheduled for Jan. 20th, this Group's Organization Day, was postponed until January 28th. Preceding the events, Major Ernest Clark, Group Commander, spoke to the assembled officers and men of the Group on the occasion of its fifth anniversary. Later the track meet was held, furnishing the large crowd with some keen inter-squadron competition. The turnout from each organization was gratifying, and the fine spirit shown demonstrated the Group's excellent morale. Up until the last event of

the meet, the 6th Pursuit Sqdn. and the 75th Service Sqdn. were neck and neck, but the 75th won the tug of war from the 6th, thus pulling itself into first place for the day, and retaining possession of the Group Trophy another year.

Official assignments of the new noncommissioned officers' quarters have been made. It begins to look as though we were all about to graduate into the long awaited new homes. Landscaping problems are being studied by Captain Stitt, whose new rank caught up with him only last week.

Lieut. Luther S. Smith was appointed Group Operations Officer, vice Lieut. Rex K. Stoner, who sailed for the mainland on the March Transport.

The outstanding Pursuit mission of the "War" was an attack on a BLUE aircraft carrier, 65 miles at sea, North of Kahuku Point, Feb. 11th. At 4:00 p.m. four Pursuit patrols were dispatched on a reconnaissance mission of the waters surrounding Oahu, returning at 5:20 p.m. The patrol from the Northeast area reported sighting a BLUE Carrier, accompanied by several cruisers and destroyers, about 65 miles north of Kahuku Point. Telephone communication was immediately established with Wing Hqs. at Ft. Shafter, with the result that all remaining Pursuit planes were ordered to attack the Carrier with 100-lb. demolition bombs (Constructive). By 5:55 p.m., all planes were loaded, removed from their camouflaged positions and assembled in the air. The flight immediately laid a course out to sea, hoping to reach the Carrier before dark. The Carrier was sighted and attacked at dusk, each of the 14 planes theoretically dropping two 100-lb. bombs on her deck. At 6:22 p.m., darkness closed in as the attack was completed. The next problem was to locate and return to the relatively small Island of Oahu in the darkness. Capt. Strickland's navigation was flawless and, after a rather anxious half hour, the searchlights of the Island hove in view. Aided by the airdrome lights, the entire flight landed at Wheeler Field without mishap at 6:55 p.m., having completed a difficult and hazardous mission.

6th Pursuit Squadron: On Feb. 5th, this Squadron moved into its camouflaged position in preparation for the Joint Army-Navy Maneuvers. Camouflage consisted of painted canvas, gunny sacks and Guava bushes, which were spread over the entire ship. The planes were further concealed by being pushed between trees. Evidently our efforts at concealment were successful, as our position was not discovered during the entire maneuver. Twelve pilots and 13 ships were moved into the field. Lieut. (JG) Burch, USN, was assigned to us as umpire. About 40 enlisted men accompanied the ships as crews, and a field mess was established.

On Feb. 7th at dawn, the enemy attacked Wheeler Field and Schofield Barracks with a large air force, but did not detect our position. Dawn and dusk patrols were flown to distances of sixty to seventy miles off shore to observe enemy activity and locate carriers. Rendezvous problems with Luke Field at dawn offered many anxious moments, as the take-off in formation was made with no lights and the additional weight of full belly tanks. Low ceilings and rain made the rendezvous itself difficult out, with the exception of minor mishaps, all the flights were carried out successfully and with great dispatch and skill. The Squadron returned from the field on Feb. 12th with the six of its original 19 planes that had not been shot down by the enemy.

The Squadron welcomes two new officers who arrived Feb. 10th on the GRANT, Lieuts. Fisher from March Field and Davenport from Mather Field.


19th Pursuit Squadron: The organization participated in Grand Joint Maneuvers, Exercise No. 4, from Feb. 4th to 12th, inclusive. Nineteen planes, including the air umpire and his ship, were established in a concealed deployed position at the Division Review Field, Schofield Barracks, T.H. From Feb. 5th, this squadron became actively engaged in the Group's tactics against the enemy. Seven reconnaissance patrols successfully aided in locating the enemy forces and positions. Seven offensive patrols helped the Group in its destruction of enemy planes and seacraft. As a summary, this Squadron "lost" six planes and "destroyed" a number of enemy planes and vessels.

Lieuts. VanAuken and Burns, from Selfridge Field, arrived on the last Transport, and were assigned to the 19th. The latter was immediately detailed for a course at the School for Bakers and Cooks, depriving us of his services one month.

26th Attack Squadron: The organization took part in the Joint Army-Navy Maneuvers, being stationed at different emergency landing fields during the Exercise. Many interesting flights were made, chief of which was a raid on Hilo Harbor. For this flight the Squadron was commended by Major-General Briant H. Wells, Commanding the Hawaiian Department. Officers taking part in the maneuvers were: 1st Lieuts. Nathan F. Twining, Leonard H. Rodieck, 2nd Lts. Walter S. Lee, George McCoy, Jr., John C. Horton, James L. Majors, Thomas B. McDonald, Air Corps; 2nd Lieuts. Weldon E. Rhoades, Wilfred Rotherham, Nelson B. David, John E. Nuhn and William R. Graham, Air Reserve.

Corp. Rufus A. Artmann left Feb. 20th for 3 months' furlough on mainland.

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The AERO-VUE, a weekly mimeographed publication devoted to news of the activities of the 18th Pursuit Group at Wheeler Field, T.H., made its debut early in February. This publication, edited by Lt. Rudolph Pink, A.C., Personnel Adjt., assisted by Sgt. Carl G. Carroll and enlisted representatives of all squadrons on the field, is published without expense to the government, and contains editorials, cartoons, news of athletics and other activities, and humor. The first two issues were well received by the command. The professional appearance of the magazine with its clear type, artistic subject headings, and neat layout, is proof of the work required of all those connected with it. It should go far to elevate the already high morale of the 18th Pursuit Group.



38<sup>TH</sup>. DIV. AVIATION  
113 OBSERVATION SQD.  
INDIANA NATIONAL GUARD.  
STOUT FIELD, INDIANAPOLIS.

The Squadron has just received five type B-C 152 radio receivers to take the place of the old SCR 134 receiver. The communications section and the observers are very much enthused over these improved sets. The BC 152 has a frequency range from 250 to 1500 K.C. which extends both higher and lower than the old set.

The wide range is made possible by three sets of plug-in coils which may be interchanged in the air. It is a one dial control and the interphone connections are built in the set.

Our 'blind flying' equipment is being installed on one of the radio ships so that the safety pilot or instructor may talk with the pilot who is flying blind, explaining his mistakes and corrections while flying, by means of the radio interphone. This will greatly increase the ease in learning to fly blind.

Our instructor, Captain Albert M. Guidera, is in Walter Reed Hospital recuperating from a case of Flu. He had been in Panama for some time and did not take our northern flu seriously until it put him in a flat spin. The squadron extends to him greetings and is hoping for a speedy recovery and return to duty.

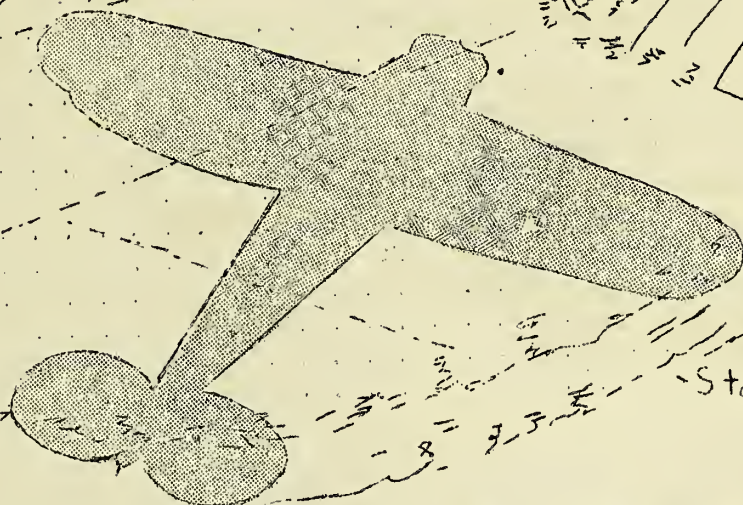
The squadron has a new officer, Henderson H. Wheeler, who has just been promoted from the ranks. Lieuts R. F. Wirsching, E. W. Bryan and Neil Waterbury all J. A. O's have just completed the requirements and exams for Pilots ratings

And down  
here FT. Knox  
Ky.  
Summer camp-



# AIR U.S. CORPS

## NEWS



Bryan  
Stout Field

## LETTER

ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

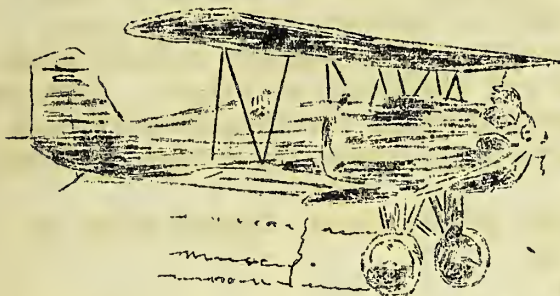
May 3, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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### THE 1932 AIRCRAFT SHOW AT DETROIT

By F. N. M. Brown

The single item that was probably accorded the most general interest in the past month by those associated with aeronautics was the 1932 Aircraft Show in Detroit. Engineers and those attached in some way to engineering departments did not go on record, except for publication, as being particularly inspired by the Show. This writer finds nothing in that which is in any way related to the success of the exposition. It is true that evidence of lavishly spent money was lacking and that there were not ten or fifteen ships on the floor that had been completed too late for test flight, but there was evidence of solidity and continuity of effort that was pleasing. The engineer (B.S. in Aeronautical Engineering 1930, as likely as not) and the pilot who did not like the Show because "there was not anything new" are easily accounted for. No engineer or pilot who values his professional reputation ever found anything new at a Show; he has been in possession of the most minute details of all research for periods varying from three to ten months before the results are published or the finished product shown.

The 1932 Aircraft Show in Detroit was good even without making the proper allowances for the period in which it was given. The airplanes shown looked as if some care and workmanship had gone into their manufacture. The same cannot be said of those shown at previous exhibits. Exhaust stacks did not bristle so alarmingly, landing gears were not so shockingly similar to sea anchors, and the orange box motif in fuselages seemed to be losing ground. The lacquer finishes began to look as if their application had been entrusted to some one besides the third-rate barn painter of two and three years ago, flying instruments were making their way timidly into the cockpits of stock jobs, and at least one pair of streamline wheels was in evidence (the low drag effect of which, incidently, was largely destroyed by an unfortunate landing gear design).

The queer airplanes and the Sky Terriers were not at the show this year - the best indication of a healthy exhibit that this writer can name. In their place, and furnishing just as much pleasure to the laity, were Army and Navy craft of proved worth and design. It would be desirable if the Show manager could remember the interest shown in the Military Airplane when he begins to arrange his exposition for next year.

The engine exhibits provided one departure from conventional practice which should prove interesting when construction and performance data are released - the Pratt & Whitney double bank radial engine. There was, too, a new Diesel with a valve release mechanism of interesting design. The cut-away engines provided the usual opportunity for the young man to demonstrate encompassing knowledge of internal combustion engine design before his slightly bored companion. Just why do cut-away engines persist?

The accessory booths provided a real interest. In several instances the items shown represented up to two years of research by responsible organizations who seem to have taken advantage of the existing industrial vacation period to investigate "little" things that the airplane has needed for the past twenty years. One internationally known and respected organization showed for the first time a collection of items of outstanding importance. Among them was an automatic propeller hub whose weight is less than fifty pounds that of a standard adjustable hub. This alone, if it works properly and the report of service test by the company producing it indicates that it does, will be of inestimable value to military craft and commercial craft alike. It will improve the flexibility and performance of an airplane as much and in much the same way as locking four

speed automobile transmission in third would detract from the automobile's performance. There were at least three controllable pitch propellers exhibited, one of which recently underwent satisfactory test here at Wright Field. Details of operation and performance of these propellers when published will be of interest to anyone who flies.

An air-oleo shock strut of outstanding design was shown by the same company that exhibited the automobile propeller. The details of the strut are very well worked out with the possible exception of the design of the metering pin and all of the former objections to air as a taxiing absorber seem to have been answered. It is reported that a pair have been in service on a three-place commercial airplane for a period of months and have given entire satisfaction both from the standpoint of shock absorption and reduction of weight. They are especially well adapted to low pressure tires and their performance with hard tires indicates almost negligible rebound even when dropped on a test rig from rather extreme heights.

The 1932 Aircraft Show at Detroit was one of the finer, harder rings of growth in the tree trunk of aviation progress.

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#### AIRRAFTS

By the Wright Field Correspondent

The new experimental airafts are not so different in appearance, but they involve a principle of design in the tubing which holds the gas by which they are kept afloat that is quite different from that of the standard rafts. In the standard raft the tube is divided at either side into two separate parts. If the stern half of the tubing is punctured, the stern half of the raft dips beneath the water at a precarious angle, probably spilling the occupant overboard while the bow end stays atop; and vice versa. In the present tube arrangement the division is handled in quite a different manner, the tube being divided laterally through all its length by a loosely-hung fold which in effect creates two concentric tubes extending about the raft's circumference. Either of these concentric tubing compartments is capable of sustaining the weight of the occupants, and either, in case of failure of the other, can be inflated to the original size of both tubes. The inflation is accomplished by the application to the inflation apparatus of a sealed tube gas cylinder of CO<sub>2</sub> gas.

The inflation apparatus contains an equalizing valve which permits both tubes to be equally and simultaneously inflated in 15 seconds. A check valve regulates the flow and prevents leakage of gas from one tube to the other. A topping off valve at the opposite end of the raft from the inflation apparatus provides for the use of a hand pump for inflation in the emergency that the gas cylinder apparatus cannot be used.

The raft, which is canoe-shaped, with raised bow and stern, is provided with paddles which are jointed together and which, if preferred, may be used as oars, as oarlocks are also provided. It is constructed of rubberized fabric and is the strongest collapsible life raft yet constructed for airplane use.

The larger size is designed for 4 passengers, but the floatation strength is sufficient to carry six or seven, with an additional five men supporting themselves on the life line which is attached to the circumference of the raft.

The smaller, or one-man raft, is 3 feet wide by 6 feet long and weighs 27 pounds. The supporting tube is 12 inches in diameter. The larger, or 4-man raft, is 5 feet wide by 12 feet long, with a supporting tube of 15 inches in diameter. Procurement for service testing of this equipment is contemplated.

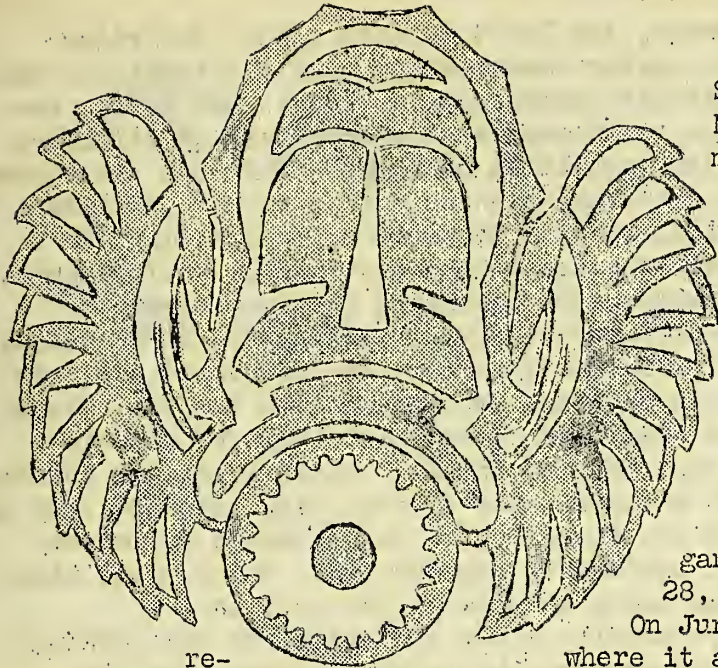
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Approximately fifty officers stationed in Hawaii completed the course in Avigation (Air Navigation). This course included study in air pilotage, methods of dead reckoning, and the study of avigation by astronomical means.

One of the most outstanding methods of instruction in this course was through the medium of a model cockpit which was placed in the center of the classroom. Installed in this cockpit were all the instruments and equipment necessary to give the students practical instruction and demonstrations under simulated flight conditions.

This novel arrangement was developed by Captain Harvey H. Holland.

## INSIGNIA OF 57th SERVICE SQUADRON



The insignia adopted by the 57th Service Squadron, Selfridge Field, Mich., approved by the War Department, was accompanied by the following letter from the Office of the Secretary of War:

"The following insignia hereinafter described for the marking of airplanes of the 57th Service Squadron, Air Corps, is approved:

A black and white conventionalized winged mechanical head, under the chin a black disk charged with a white spur gear.

The 57th Service Squadron was organized at Kelly Field, Texas, January 28, 1918, as the 360th Service Squadron.

On June 30, 1918, it sailed for France where it arrived July 12, 1918. In October, 1918, it was designated the 2nd Air Park. As such it sailed from St. Nazaire for the United States June 16, 1919. Upon arrival, it was stationed at Camp Mills until July 1, 1919, and Garden City, Long Island, until the latter part of August, 1919, when it moved to Ellington Field, Texas, arriving September 1, 1919. On November 8, 1919, it moved to Kelly Field, Texas. It was redesignated Air Park No. 2, March 31, 1921. On June 30, 1921, it returned to Ellington Field, and on June 28, 1922, left for Selfridge Field, Michigan, where it has since been stationed. On January 25, 1923, it was redesignated the 57th Service Squadron.

The 57th Service Squadron participated in the St. Mihiel and Meuse-Argonne Operations of the World War.

The head represents knowledge of mechanics; the wings having the appearance of a worm gear, denote aeronautics, while the spur gear signifies service and maintenance. The white symbolizes sincerity, and the black the foundation of experience.

By Order of the Secretary of War:"

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## TRAPPING MOSQUITOES DURING AIRPLANE FLIGHTS

The 18th Composite Wing Headquarters, Fort Shafter, T.H., is working on the problem of trapping mosquitoes in aerial combat, in conjunction with a war which is being waged on the pest by the Board Health. Insect traps, if the problems are solved, will be attached to an Army Bombing plane and flown over the mountains of Oahu. In this way, an attempt will be made to determine what insects reach the Honolulu area from the windward side of the Island.

The Board of Health received the insect traps from Washington recently, and missions will be flown as soon as the problem of attaching the traps to the airplane is solved. The trap is a bulky device and the problem of installing it was a difficult one. It would not be feasible to have the trap in the slip stream while the plane was making 120 miles an hour, and the problem of placing it in quieter air is being studied. The theory is that many insects cross over the mountains into Honolulu, principally by way of Nuuanu Pali. Most come while cane is being burned on the windward side, it is believed. The traps include plates covered with adhesive substances, which are expected to gather many insects during the flights.

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A new record for the March Field-Mather Field "hop" was set on April 5th by Lieut.-Col. Henry H. Arnold, Major Carl Spatz, Captain Frank O'D. Hunter and Lieut. D.D. Graves. Returning from a tactical problem at Mather Field, the four pilots clipped ten minutes off the previous records for pilots from March Field. Aided by a stiff tail wind, they made the 400-mile flight in two hours and twenty minutes, or at an average speed of 171 miles an hour.

## TRAINING OF THE FIRST PURSUIT GROUP

**D**URING the past several weeks, the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., after encountering many difficulties, has at last been able to begin its training as a Group. Due to the restrictions on flying hours, inclement weather and lack of airplanes, practically no Group training could be accomplished during the winter months. With the coming of Spring and the influx of new airplanes, the Group Commander had long planned to start Group training in earnest. Technical difficulties with the new P-6E's and sudden, untimely and unexpected blizzards have further delayed the beginning of the program.

In order to make the problems as interesting and instructive as possible, Major George H. Brett, Commanding Officer of the Post, has developed a situation in which the opposing armies are battling over an area in the vicinity of Selfridge Field. The First Pursuit Group, of course, is a unit of the air force which is assigned to this sector of the problem. Major Brett, in addition to supplying the general situation, furnishes the special situation for each new problem. He acts as Wing Commander and transmits to Major Gerald E. Brower, commanding the First Pursuit Group, his orders for the day. Major Brett also issues orders for the enemy, when an enemy is used in the problem.

Upon receipt of the Wing order, usually about the middle of the morning, Major Brower issues a Group order either formally or by telephone, to the squadrons of the Group. Some time immediately after lunch, depending upon the conditions of the problem, the units of the Group take off on their respective missions, and during the daily problem fly and perform as a Group a considerable portion of the time.

On these problems the teachings of the Air Corps Tactical School in tactics and in types of formations are being tried out in an endeavor to ascertain the merits of the prescribed formations and tactics, and how the teachings of the text may be applied to actual conditions in the air. It is needless to say that this program has resulted in interesting and instructive problems, and the Group personnel will gain much in their knowledge of Group tactics from this training.

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## UNAUTHORIZED FLIGHT LANDS WOULD-BE PILOT IN GUARDHOUSE

The Kelly Field Personnel Adjutant registered a complaint with the Secretary of the Advanced Flying School recently, stating that he had not been advised of changes in instructor personnel in the Attack Section, after one, Private Carroll L. Johns, a painter in the 41st School Squadron, took off in an A-3 Attack airplane and made a perfect three-point landing back on the field 30 minutes later. Lieut. Lester J. Maitland, Director of Attack, is considering putting Private Johns on his staff of instructors after that individual's vacation in the guardhouse is terminated.

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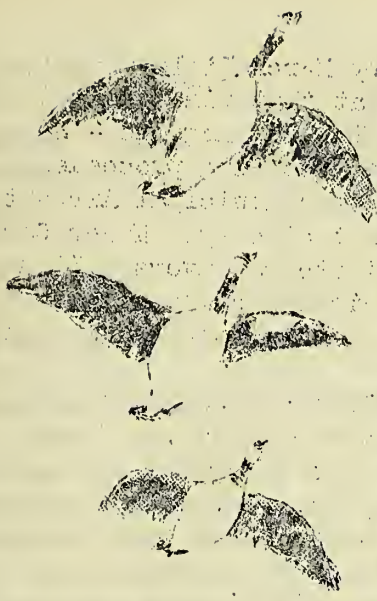
## BEAUTIFYING THE GROUNDS AT PATTERSON FIELD

The Commanding Officer of the Fairfield Air Depot, Patterson Field, Ohio, anticipating the requirements of trees and shrubbery for beautifying the grounds when contemplated new construction is completed, directed that a nursery be planted. Lieut. Zeigler was placed in charge of this work and, through the assistance of Mr. Edmund Secrest, State Forester at Wooster, Ohio, and other State officials, and through the cooperation of the University of Ohio at Columbus and the Ohio Agricultural Experiment Station at Wooster, the project has been successfully initiated and approximately three thousand plants, ranging in size from six inches to six feet, have been set out. Some of the particularly desirable stock obtained are Chinese Elm, Dogwood, Washington Thorn, Red Oak, Scarlet Oak, Colorado Spruce, Japanese Yew, Korea Arborvitea, Canadian Hemlock and Mugo Pine. A great many cuttings from shrubbery now planted on the Post are being rooted.

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Lieut. Cecil Hefner, who has been supervising the painting of the new Boeings of the 27th Pursuit Squadron, Selfridge Field, has achieved praiseworthy and truly colorful results. The 27th emblem, an extremely irritated Falcon diving with outstretched claws, is a fearsome thing and has been destroying the peace of mind of every vagrant sparrow near the field.

## CONSERVING THE DUCK POPULATION



Director George R. Hogarth, of the State Conservation Department at Lansing, Mich., recently requested Major George H. Brett, Commanding Officer of Selfridge Field, Mich., to furnish an airplane to drop feed, corn and wheat to the mallard ducks wintering in the flats of Lake St. Clair. No less a personage than the Commanding Officer of the First Pursuit Group, Major Gerald E. Brover, undertook to carry out the wishes of Director Hogarth. Flying the C-4 airplane, carrying twenty 25-pound paper bags of feed, he took off from Selfridge Field and when over the middle channel of the St. Clair River sighted many flocks of ducks in spots where the water had not frozen. Many bags were dropped at each of these open spots on the ice so that the bags broke and the grain scattered. Upon returning to Selfridge Field, arrangements were made for another allotment of feed. The bags were dropped at open spots in the vicinity of Goose Bay, Fisher Bay and Pollet Bay.

According to the News Letter Correspondent, this distribution of grain will aid the ducks and they will be able to care for themselves after the first thaw. More grain will be dropped if it becomes necessary.

A letter received by Major Brett from the Director of Conservation, Lansing, Mich., states:

"It has come to my attention that through your efforts two airplanes from Selfridge Field were used on March 21 and 22 for the purpose of distributing grain to ducks on St. Clair Flats.

It is felt that this very materially relieved an acute situation, and in behalf of the Department I wish to express our thanks for this splendid cooperation."

Bolling Field has again been called upon to perform a most unusual mission, one which is being performed for the Department of Agriculture. A small boat is worked in very close to where a flight of ducks is resting on the water. The nose of the boat is pointed towards the ducks. At a given signal, a panel is displayed with a letter on it, and the circling photographic plane takes a photograph of the boat, ducks and the shore line all in one picture. In the meanwhile, those aboard the boat are sketching the position of the various groups of ducks and their relationship to the shore line. This maneuver is repeated at each group of ducks, using a different letter each time.

Upon the completion of the mission, the pictures are developed and then begins the cross word puzzle of fitting the pictures and sketches together. The object of all this is to obtain a key in order to be able to recognize at a glance what particular ducks comprise a certain group. Various ducks form various patterns resting on the water.

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## CALIFORNIA EXECUTIVE VISITS MARCH FIELD

Governor James Rolph, Jr., of California, was the guest of Lieut.-Colonel Henry H. Arnold, Commanding March Field, Calif., on March 29th last. Escorted by Colonel Arnold and Major Carl Spätz, Commanding Officer of the First Bombardment Wing, the Governor inspected the more than 75 Pursuit and Bombardment planes of the Wing. A review was flown immediately afterwards in his honor. After the review and inspection, the Governor expressed himself as "amazed at the strength concentrated at March Field for the protection of the Pacific Coast." It was estimated that there were about 15,000 visitors at the Post on the day of the review. Despite the unusual traffic conditions, confusion was held to a minimum by the orderly regulation of an extra force of Military Police.

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The News Letter expressed thanks to Lieut. E.W. Bryan, 113th Observation Squadron, Indiana National Guard, Stout Field, Indianapolis, Ind., for his cover design for this issue. Come on, you artists, and send in your designs. They will be used in future issues of the News Letter, and due credit given.

## ARMY DAY ON THE WEST COAST

"**A**RMAY DAY," April 6th, was observed in a big way by March Field and the First Bombardment Wing. Despite the fact that at that time about 90% of the United States Fleet was concentrated in the Los Angeles - San Diego Area, 75 Pursuit and Bombardment planes of the Wing proceeded to Los Angeles on Army Day and flew a review at the Municipal Airport for the edification of some 20,000 air-minded citizens of that city. Major Carl Spatz, Wing Commander, led his aerial fleet through intricate maneuvers. Lieut.-Colonel Henry H. Arnold, Post Commander, occupied the reviewing stand with Mayor Porter of Los Angeles and other dignitaries and explained the reason for and result of the various formations.

Perhaps the fact that the fleet was at sea for battle practice accounted for the fact that the Army forces "took the city" with no opposition. "Open House" prevailed at March Field in the afternoon from 1:00 to 5:30 p.m., and there were special exhibits of armament, radio, machine guns, etc., as well as platforms built near several of the big Bombers to afford Mr. and Mrs. Public a close-up view of the big planes. The 95th Pursuit Squadron barracks was thrown open for inspection in the afternoon so that the public might see how "John Soldier" lives.

Much interest was shown by the visitors in the Guard Mounting ceremonies at 3:30 p.m., at which time the various squadron commanders addressed their commands on the significance of Army Day, the part the Army has played in the development of the United States and the history of their particular organization.

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### NEW OBSERVATION PLANE FLOWN ACROSS THE CONTINENT

Ferrying a new YO-31A airplane from the Douglas Aircraft Company's factory at Santa Monica, Calif., via Wright Field, to Mitchel Field, N.Y., 1st Lieut. C.S. Johnson, accompanied by Master Sergeant W.D. Lucy, of Rockwell Field, Calif. stopped at the San Antonio Air Depot for check up and servicing of the plane. This new gull-wing Observation plane is the first of its type to come through the San Antonio Air Depot. It attracted considerable attention and certainly appears to be an unusual job. It is powered by a Curtiss Conqueror 600 h.p. engine.

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### ASSIGNMENT OF GRADUATES OF THE ENGINEERING SCHOOL

Students scheduled to graduate this coming summer from the Air Corps Engineering School at Wright Field, Dayton, Ohio, have been assigned by War Department orders to duty at stations, as follows: Captains Wendell H. Brookley and Myron G. Estabrook, Jr., to the Office of the Chief of the Air Corps, Washington; Captain Frank D. Hackett, 1st Lieuts. Samuel R. Harris, Jr., Frederick M. Hopkins, Jr., Shelton E. Frudhomme, 2nd Lieuts. Charles A. Bassett, Leonard F. Harman, Irvin A. Woodring to Materiel Division, Wright Field; 1st Lieuts. Joseph T. Morris to Rockwell Air Depot, Calif.; Leslie P. Holcomb to Scott Field, Ill.; Raymond Morrison to Brooks Field, Texas; Donald F. Stace to San Antonio Air Depot; 2nd Lieuts. John A. Austin to Middletown, Pa. Air Depot; Ernest K. Warburton to Selfridge Field, Mich.

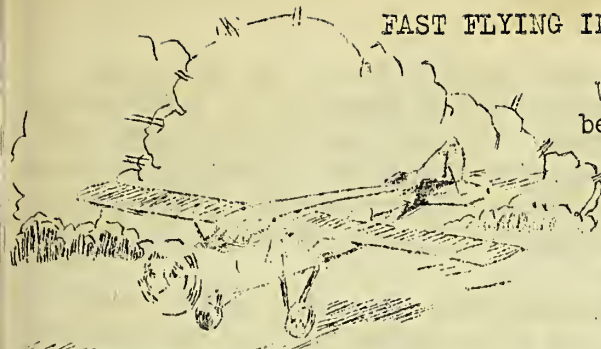
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### NEW HEADQUARTERS AND OPERATIONS BUILDING AT SELFRIDGE FIELD

The new combined Headquarters and Operations building at Selfridge Field, Mt. Clemens, Mich., is now completed and in use. The Post Operations Office occupies the first floor and Headquarters the second floor.

In the new building, with all departments segregated and efficiently arranged, the News Letter Correspondent believes that the First Pursuit Group has one of the best administrative buildings in the Air Corps. The office of Major Brett, Commanding Officer of the field, on the second floor gives an excellent view of the entire flying field, as well as the apron in front of the hangars. The office of Major Brower, Group Commander, located directly under Major Brett's, has the same vision of the field. Efficient control is assured.

### FAST FLYING IN P-6E PURSUIT PLANE



What is believed to be a new speed record between Selfridge Field, Mt. Clemens, Mich., and Indianapolis, Ind., was set up by 2nd Lieut. E.W. Maschmeyer, Air Reserve, pilot on duty at Selfridge Field, when he flew the course April 9th on a cross-country training flight. Lieut. Maschmeyer took off from Selfridge Field at 10:00 a.m., and reached Indianapolis one hour and 17 minutes later, his average speed over the course, 275 miles, having been 214 miles an hour.

The extremely high speed was made possible by the fact that Lieut. Maschmeyer was flying one of the new high speed planes with which the Army Pursuit squadrons are being equipped. The ship which made this particular trip was a Curtiss P-6E Pursuit plane, which cruises at 170 miles per hour and gets up a high speed of 200 miles per hour. Lieut. Maschmeyer said he never throttled over the normal cruising speed of his plane, the increase in his ground speed over his air speed being accounted for by a north wind which helped him along his way.

The News Letter Correspondent is of the belief that many new records will be set up by Army flyers in the near future because of the high speeds of the new planes now being delivered by the factories to Army fields. Planes which are now in development for future manufacture attain even higher speeds than the new Curtiss, Boeing and Berliner-Joyce planes just received.

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### CAMPAIGN AGAINST MOSQUITO STILL PERSISTS

More anti-mosquito raids have been made in the past few weeks by Lieut. R.T. Zane, who is aiding in the experiments being conducted by the Canal Zone Health officials, under the direction of Col. John F. Siler and Dr. D.P. Curry. Tests are being conducted on Miraflores Lake with a Thomas-Morse O-19C, equipped with a 40-gallon tank. Previous tests, using a mixture of crude oil and kerosene were not very successful, but the elimination of the kerosene in the later tests seems to have solved one of the problems. Early tests indicated that the plane should be flown very low over the water, about 25 feet, but it has since been learned that equally good results are obtained at altitudes up to 150 feet. Compressed air, which has been used so far to eject the oil from the tank, works none too satisfactorily, and before working up to larger tanks a better method of forcing the oil must be developed. When perfected, this method of warfare against the mosquito, which is an incessant one in the Canal Zone, will be an immense labor saver.

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### RANDOLPH FIELD'S NEW LANDING LIGHTS SEEN 30 MILES

Lighting engineers recently focussed the Randolph Field landing lights preparatory for night flying training for the incoming class of students. The revolving beacon atop the 110-foot administration building tower was turned on for the first time, as was the battery of powerful searchlights around the 1,900-acre landing area. Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center; Lieut. Robert Douglass, his aid, and Captain John K. Cannon, Director of Training, inspected the lights from the air. The officers reported the lights visible from a distance of more than 30 miles.

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### SELFRIDGE FIELD'S NEW STREET LIGHTING SYSTEM

The new street lighting system installed as a part of the construction program now going on at Selfridge Field, Mich., was recently inaugurated when Major George H. Brett, Commanding Officer of the field, threw the switch which made the contact to illuminate the entire system on the post.

The electric system is entirely underground and includes street lighting and service connections to all buildings on the post. The installation was made under contract with the Modern Electric Company of Mt. Clemens, Mich.

"LOCAL BOYS MAKE GOOD."

**A**BOVE the mammoth Fairfield Air Depot near Dayton, Ohio, one day last month, the air was rough and treacherous. Light flurries of snow eddied across the bleak expanse of the airdrome. The air was biting cold, and raw ether straight from the frozen wastes of the North stabbed down over the Miami River. In front of the operations office on the flying field stood a group of air veterans of Uncle Sam's aviation forces, wind-tanned faces turned skyward.

"I wonder where they're from?" queried a thick-set, muscular man, whose shoulders boasted the twin bars of a Captain and whose chest carried proudly the cross of the French Legion of Honor.

"Dunno," answered another, "but they picked out a punk day for close formation flying. And shades of Gaynemer! What a swell job they're doing of it! You'd think t'was the Three Musketeers themselves."

"We haven't got any regular outfits near here flying that type of ship," observed a young Lieutenant. "There's a reserve outfit due in from Kansas City any minute, but they sure can't be them."

The others agreed. No reserve outfit, no matter how good, could fly like that. They sailed across the field in perfect array, passing back and forth, each time executing a different maneuver. The wing men kept their places as if glued there - despite the turbulent air - wing tips nestling in to the leader as if held by a magnetic wand. Banks, zooms, dives - it was all the same. Finally, still in close formation, they landed.

As the ships taxied up to the line, the waiting flyers, stepping forward to offer their congratulations, discerned an insignia that caused them to scratch their heads. They failed to recognize it as that of one of the proud, old-line regular outfits. It was the figure of an Indian astride a pony with hand raised to his forehead, peering out into limitless distances, the background being a red heart - the emblem of the Organized Air Reserve Unit at Kansas City.

The hard-bitten air veterans were astounded!

The leader of that three-ship flight was Captain William B. Wright, in charge of Air Reserve activities at Kansas City, the heart of America's own "skipper" of its aerial brood. The two wing men were Lieuts. J.N. Going and J.M. Pincomb, both young eagles of the local Reserve outfit.

It so happened that this particular group of Regulars had never seen an exhibition of flying by the Kansas City pilots. They, however, were the exception. All over the country has gone the word, among Air Corps and commercial circles, of the calibre of Kansas City's crack Reserve clan. All through the Middle West their excellent flying has been admired and applauded. Now their reputation has extended to each coast.

"And those Kansas City ships can't be mistaken, either," to quote from one of the Regulars. "They have that darned Indian riding a horse on a red heart and just so no one will go wrong they have the words Kansas City in big letters just back of the nose!"

That the Kansas City outfit is recognized by Washington as a crack group is evidenced by the fact that on a basis of past performances and widespread interest among the Reserve pilots at Kansas City, the War Department has extended the local unit all possible encouragement. Captain Wright and his boys are endeavoring to secure hangar facilities which will be on a par with their flying equipment. In congratulating the Reserve officers on their exploit while they were inspecting the Fairfield Air Depot, Major A.L. Sneed, Commanding Officer, said:

"Kansas City may well be proud of you. You are not only a crack flying unit but you are scattering to the far winds the message of Kansas City's hospitality and well wishes."

The active two weeks camp just concluded is but the first of many which will be conducted in 1932. During this one camp, over 2,000 miles of cross-country flying was carried out by seven service type airplanes. Among places visited were Omaha, Neb.; Lambert Field, St. Louis; Scott Field, Ill.; Fairfield Air Depot and Wright Field nearby, where all experimental and testing work is done for the Air Corps, and Chamute Field, Ill., base of the A.C. Technical School.

It is the purpose of such trips to keep the Reserve officers in constant contact with the latest Air Corps activities and developments.

The Camp just concluded was divided into Flight "A", composed of Capt. Wm. B. Wright, Air Corps, Leader, and Lieuts. Otto Ferguson, J.M. Pincomb, J.N. Going, R.M. Burt, E.P. Curry. Flight "B", Lieut. Graham M. St. John, Air Corps, Leader, and Lieuts. L.W. Jurden, H.C. Lewis, E.O. Klose, C.D. Dailey, A.G. Hunter, Air Reserves.



## 17TH PURSUIT SQUADRON STARTS GOING



March 15th was the first day in 1932 that the 17th Pursuit Squadron, Selfridge Field, Mich., could call itself a fighting aviation organization, ready for active service. On the morning of that day the first squadron problem was carried out, with 18 ships participating, all of them new P-6E's which had finally been put in commission after much delay due to unavoidable circumstances. On the afternoon of March 15th, the Squadron participated as a unit in the first Group problem carried out in 1932 by the First Pursuit Group. Everybody (at least everybody in the 17th) was satisfied with the showing made by the organization on this

first day, but at the same time everybody was imbued with a determination to make each successive problem an improvement over the last one, and to let nothing stand in the way of the best possible efficiency record.

Now that all the ships are kept consistently in commission by the hard working and conscientious mechanics, the squadron is enabled to undertake several eighteen ship formations a day. New and more maneuverable formations are being tried, and landings speeded up. Flight organization is being emphasized, with the result that each flight is a compact unit which can work with more sureness and speed in the squadron team.

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### NEW TYPE A-5 OXYGEN FACE MASK

A new type of oxygen mask and winter face mask was subjected to test recently in the cold temperature chamber at the Materiel Division, Wright Field, and promises to prove a definite improvement over previous types. The mask which is of leather, lined with chamois, is designed to completely cover the face and front of the neck and to conform closely with the contour of the face except for a special compartment over the mouth having to do with the intake of oxygen and exhalation of the breath. The mask is held on by two elastic bands which extend around the back of the head.

Two tubes enter the oxygen compartment of the mask; one for the carrying of oxygen to be breathed in through the nostrils as a man naturally takes in air, the other for carrying off the exhalations from the mouth. The exhalation tube is held between the lips. A small baffle forms an inherent feature of the oxygen compartment. This prevents the oxygen from coming into direct contact with the face by distributing the concentration of flow, and also prevents the exhalation from gathering around the corners of the mouth and ascending inside the mask to befog the goggles. The baffle arrangement is an outstanding feature of the new mask.

To further protect goggles from fogging, the eye openings are so designed that the rubber cushions of the goggles can be inserted through them. These are held closely to the face, so that there is no chance of breath or oxygen vapor seeping inside them. The design of these eyepieces is also an important feature of the new mask. When oxygen is not required, the intake and exhalation tubes can be removed from the mask, which then forms a conventional and efficient face mask for winter flying.

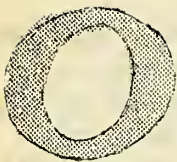
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### ASSIGNMENT OF GRADUATES OF A.C. TECHNICAL SCHOOL

War Department orders recently issued assign graduates of the Air Corps Technical School, Chanute Field, Rantoul, Ill., to stations for duty, not later than June 30, 1932, as follows:

1st Lt. James W. Spry, 2nd Lieuts. Donald J. Keirn, Robert L. Schoenlein, Roy H. Lynn, Charles B. Stone, III, to March Field, Calif.; Robert M. Kraft to Mather Field, Calif.; Daniel C. Doubleday, Albert W. Shepherd, Karl G. E. Gimmmler, Minthorne W. Reed, Herbert H. Tellman to Selfridge Field, Mich.; Richard I. Dugan, Samuel O. Redetzke, Carl R. Storrie, Lorry N. Tindal to Brooks Field, Texas; Draper F. Henry, Julius K. Lacey, Arthur F. Merewether to Mitchel Field, N.Y.; Lawrence C. Westley, Fred O. Tally to Fort Crockett, Texas; Frederick A. Bacher, Jr. Alva L. Harvey, Thomas S. Power to Langley Field, Va.; H.F. Gregory to Fort Sill Okla.; Harold L. Mace to Fort Benning, Ga.; Charles K. Moore, Anthony Q. Mustoe to San Antonio Air Depot, Texas; Forrest G. Allen, Lawrence H. Douthit, Robert Loyal Easron, Ralph E. Holmes and Daniel B. White to Chanute Field, Ill.

## ALBROOK FIELD ABOUT TO BE OPENED



ON or about May 1st, the Constructing Quartermaster at Albrook Field, Panama Canal Zone, will officially accept the new barracks and quarters now being completed there by the contractor. To insure the safety of these new buildings, the 44th Observation Squadron from France Field, under the command of Major E.A. Lohman, was ordered to occupy that field as soon as possible after that date. Accompanying Major Lohman will be Captain Jasper K. McDuffie, 1st Lieuts. Cornelius E. O'Connor, Earl W. Barnes, James C. Pratt, 2nd Lieuts. Arthur J. Lehman, Samuel V. Stephenson, Edwin M. Day, Neal E. Ausman, Thomas L. Bryan, James H. Rothrock, Jr., Air Reserve, and Eugene H. Mitchell, Air Reserve. In addition to the above officers, the complement of the Squadron will include ninety enlisted men and eight O-19C airplanes. Until the field is well organized, the principal duties will be, most probably, guard and police, but after that the squadron is expected to take over the performance of all cooperative missions with the line troops stationed on the Pacific side.

It is anticipated that the movement will be made by mine planter and barges from Gatun to Gamboa and by trucks the first and last parts. To date no furniture was received for the quarters, so old issue must be utilized until it comes, and gas ranges are not expected to arrive until the next trip of the MEIGS and maybe not then. No buildings other than the barracks and the quarters were constructed, and it is expected that work will be in progress for the next year and a half to complete the field. Three hangars have been started and will be completed some time in June. As rapidly as the buildings are completed, more troops will be ordered in, probably two Pursuit squadrons. The old road which divides the airdrome in two parts will shortly be removed, as a new one has been completed and turned over to the Panama Canal. This new highway skirts the airdrome on the south and west. The grading of the entire field is rapidly nearing completion and the planting of grass leaves only a small runway in front of the hangars for take-offs and landings. Flying will be carried on from Albrook until the wet weather makes the field impossible for landing, when operations will be switched to the field at Fort Clayton. Eventually, surfaced runways will be installed for the rainy season operation.

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## FIVE PLANES FERRIED TO THE PANAMA CANAL ZONE

Three new Bombers and two new Douglas Amphibians arrived at France Field, Panama Canal Zone, from the States. The Amphibians are really new, but the Bombers are only new to France Field, having been in service at Langley Field about two years. The trip down was reported as being devoid of excitement, and all were sorry it ended so soon. Little difficulty was encountered. An oleo leg was bent on one Bomber, and a cracked exhaust manifold on another delayed it at David one day. No rain was met on the entire trip, but the day after the arrival at France Field - April 1st, the official opening of the wet season - saw plenty as per schedule.

Lieut.-Colonel Frank M. Andrews from the Office of the Chief of the Air Corps; Major David Grant, Flight Surgeon from Randolph Field; Captain A.C. Kincaid Lieuts. T.L. Bryan and D.B. Schannep from France Field made the flight in the Amphibians, while Captains George L. Usher, Milo McCune, Marion L. Elliott, Lts. J.M. Gillespie, C.F. McDarment and L.S. Kuter, all from Langley Field, brought down the Bombers. The enlisted personnel participating in the flight were Master Sergeant M.L. Susemihl, Tech. Sgt. A.M. Auer, Staff Sgts. H.F. Senter and W.H. Sadler in the Amphibians, and Staff Sgt. J.H. Boyles, Sergeants W.K. Maginnis and W.J. Heldt from Langley Field crewed the Bombers. The visiting personnel enjoyed the various diversions Panama has to offer until the sailing of the Transport REPUBLIC on April 16th.

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## FLYING ACTIVITIES OF THE SECOND BOMBARDMENT GROUP

The flying activities of the 2nd Bombardment Group, Langley Field, Va., were somewhat curtailed lately, due to continued engineering difficulties experienced with "Cyclone" motors. Nevertheless, all three Squadrons have performed some good work for news cameramen who were at the field "getting the dope" on Bombardment aviation. They obtained some good shots of formation maneuvering, high and low altitude bombing on fixed and movable targets, loading of bombs and operation of bomb sights and releases. The shadow of the blimp over Chesapeake Bay was used for the moving target with excellent work by all squadrons.

A successful mission was carried out by the 96th Bombardment Squadron with the Navy from Hampton Roads Naval Air Station on April 11th.

Direct and indirect radio-telephone communication was maintained between two Bombers in flight; one at Dahlgren Naval Proving Ground and one over Virginia Beach. The distance involved was just short of one hundred miles. Indirect communication was maintained through the Group ground station.



ANTED: A "C-6A" Sikorski Amphibian airplane guaranteed not to collapse when landed on wings, tail assembly or any other parts not particularly designed to carry the load of landing. Address Lieuts. Saunders and Biggs, or Lieuts. Murphy and Vos.

"It seems that Lieuts. Murphy and Vos," says the Langley Field Correspondent, "recently landed our one and only Sikorsky "Duck" in the Back River, immediately after which it was placed in close confinement in the Repair Section. After recovering from this terrifying experience, the Sikorsky was again taken into the air, this time by Lieuts. Saunders and Biggs. Not to be outdone by their cohorts and fellow pilots, these two intrepid airmen decided to attempt a landing on the water, too. From 300 feet the water looked as smooth as a mill pond, so the pilots cut the gun and coasted in. It is really remarkable how the waves in this section of country pile up so quickly. From the pilots' stories we deduce that those waves reached the height of twenty feet or more in nothing flat. Be that as it may, the Sikorsky skipped merrily from wave-cap to wave-cap, finally sticking its nose in the briny fluid, with the left rudder snapped out of place and a horizontal longeron supporting the tail assembly badly bent. As SOS call was immediately sent out and soon after the Navy (God bless 'em) came galloping upon the scene to tow the Sikorsky, with its much chagrined crew, back to good old terra firma.

Such accidents are naturally more or less common to all pilots flying regularly, but each should serve as an object lesson to others."

Says the Langley Field Correspondent again: "It seems two of our young eagles, namely, Lieuts. Vos and Crawford, must have vexed the Gods to such a state that the said Gods decided to put them on the spot, or as they say in our penal institutions, they were doomed to 'burn.'

Lieuts. Vos and Crawford took off in a PT to simulate pursuit against a squadron formation and also practice stunting. On their first landing they accidentally picked up on the tail skid an old tow target cable which had been lying on the field, and in taking off again dragged about 500 feet of the cable across some high tension lines on the edge of the field. Our intrepid young eagles didn't realize what was happening, but we on the ground did when we saw the sparks and blue flame. In fact, we were all set to chip in for some lilies.

After taxiing back to the line, they evinced much surprise when told what had happened. To quote 'Heinie' Vos, 'We sure must have been hot pilots for a few minutes!'"

Lieut. P.M. (Jake) Jacobs has found that unexpected pleasures can materialize from an otherwise unpleasant cross-country trip. While returning to Selfridge Field from Chamute Field recently, he ran into very soupy and nasty weather. So soupy and nasty was it that he finally had to get down into a likely looking Alfalfa field with a likely looking farmhouse attached to it near Devil's Lake, Michigan. The farmhouse was even more hospitable than it looked, for the owners of it, Mr. and Mrs. George Wheaton, regaled Jake with a real country dinner, with all the fixings, and insisted that he stay overnight as their guest.

Two years ago several sets of service test Pursuit ship skis were sent to Selfridge Field, Mich. Last winter was very mild, and there was no snow available on which to try out the skis. However, the fact that the season was so mild led everyone to believe that this past winter would be an exceptionally severe one. Just the contrary was true; if anything, this past winter was even warmer than the preceding one. By this time something had to be done regarding the lack of snow and the inability to complete the service test. The last part of February, five Pursuit ships and one Transport left Selfridge Field for the northern part of the country to look for snow deep enough for the ski requirements. After a diligent search, a two-foot snowfall was located in northern Minnesota. The service test was completed satisfactorily, and the airmen returned to Selfridge Field.

Just a short time after the mission was completed, on the first day of Spring to be exact, Michigan suffered the most severe blizzard in the history of a period of three years.

Ten minutes after a soldier was struck by a propeller at Luke Field, T.H., the same airplane on which the accident occurred landed him on the new flying field at the Fort Shafter golf course. Three minutes later, the injured man was in Tripler General Hospital. It was the first time the field was used for the handling of a hospital case by airplane.

The injured man, Private, 1st Cl. Israel Robinson, who later died from skull fracture, was placed in a litter which was then fastened into the bomb bay of a B-5A Bombing plane. The plane was flown to Fort Shafter by Lieut. David M. Ramsay, 72nd Bombardment Squadron. The Bombing planes are equipped for hospital work in emergencies. On account of inclement weather, the completion of this emergency field at Fort Shafter has been somewhat retarded, but it is hoped to finish it as soon as the sodding of the field is completed.

Lieut. Wm. C. McDonald, Jr., 94th Pursuit Squadron, Selfridge Field, Mich., had a queer accident a short time ago. While out on a squadron flight he had a forced landing due to Prestone leaking out of the radiator of his motor. He negotiated the landing in a very commendable manner, got out of his ship, looked it all over and signaled to the rest of the squadron that all was well. Then, while taxiing toward a more advantageous position on the field, the right wheel of his ship dropped into a hole, broke both spars of the right wing and damaged the propeller.

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War Department officials in Washington may never know it, but a new name was added to the list of Army flying fields near San Antonio on April 5th. The new field, christened Kreuger Field in honor of the owner of the farm of which it is a part, is a tract of a few acres used as a practice airdrome by students of the basic stage at the Primary Flying School, and is located a few miles east of Randolph Field. Many a municipal airport of larger dimensions was dedicated with a lesser array of aircraft participating in the ceremony of naming the field.

The impromptu "dedication" originated with the flight of Lieut. A.G. Liggett, basic stage instructor, but before it was over approximately 75 planes had landed to permit instructors and students to witness the event. The field has no permanent personnel, but a shack of homely nature on the property was christened the "administration" building by Lieut. H.F. Dyer, who explained that some day men might have to report there for duty and that they would be glad there was a place ready to serve in any emergency. It was the Army's business to be prepared for unforeseen emergencies, he declared.

Captain P.L. Williams was master of ceremonies and broke a bottle of lubricating oil, specially obtained for the occasion, over one corner of the structure and Major A.W. Smith laid the cornerstone. A quartet sang, and Randolph Field members of the Air Corps Training Center Band played several appropriate selections. Captain E.D. Jones, principal speaker at the mock ceremony, said that the field did not belong to him, but he would present it to the flying students. Lieut. L.A. Guenther, student officer in the basic class, accepted the field on behalf of the class. Lieut. Townsend Griffiss, Commandant of Cadets, urged the students to take the best care possible of the field, not to land on it too hard, and properly select its headquarters. As the gathering broke up, the slipstream from the propeller of Lieut. H.C. Wisheart's plane nearly blew the "administration" building over, but it was rescued it capsized. According to present plans, an insignia will be devised to emblazon on the "administration" building.

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Absorbing some of the male vigor and desire for physical diversion which manifests itself on courts, fairway and gym, when a goodly portion of the sturdier sex at Mitchel Field answer the exercise call, a number of enterprising women at the field put their heads together and decided that they were not to be outdone. It was decided, after much cogitation, that a weekly round of various and not too strenuous sinew-strengthening exercises in the gym would fill the bill. As a result, every Tuesday, Thursday and Saturday mornings, at nine o'clock, a string of autos may be seen bouncing towards the gym in the interests of vim, vigor, vitality, and the maintenance of that school-girl complexion.

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#### A NEW HOUSE OF WORSHIP AT LUKE FIELD

A new chapel, seating approximately 150 persons, was recently completed at Luke Field, T.H. For the first time since Luke Field was established on Ford Island, the personnel of this flying field are to have a fitting place for religious services. The new chapel is the result of cooperation between the Quartermaster's Department, the Post Educational and Recreation Officer, and the personnel of the field. The wrought iron lighting fixtures were designed and constructed by Roger T. Morris, 23rd Bombardment Squadron. Morris has had several years' experience with a Philadelphia architect who has designed lighting fixtures and grill work for many metropolitan banks and churches. Gothic windows and heavily accentuated woodwork add to the attractiveness of this addition to existing facilities of the field.

The chapel was used for the first time on Easter and was comfortably filled three times.

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The 1932 gunnery and bombing season at Mather Field, Sacramento, Calif., had its grand finale recently with a match between the 77th and 55th Pursuit Squadrons. Expert shooting was done by all officers of the command, and many new high records are expected. Several officers of both squadrons shot well over 800 in ground gunnery alone, and some have exceeded the 850 mark. Bombing scores have gone over the 225 mark. The keen rivalry between the two Pursuit squadrons is expected to bring about astounding results, says the News Letter Correspondent. Mather Field's average scores were very high last year, and this year the average is even higher.

# Caterpillars

While practicing an aerial attack from 10,000 feet on 2nd Lieut. Rowe, Air Corps Reserve, 2nd Lieut. Wyatt H. Alexander, Air Corps Reserve, was amazed at 7,000 feet to discover his wings coming off. He finally managed to leave the spinning fuselage at around 1,000 feet and landed safely in the vicinity of Newport News, Va. He suffered minor cuts and bruises. Langley Field personnel are extremely happy over his escape and hopes to have him back to duty soon. "We sincerely trust, and hope," says the New Letter Correspondent, "that no more accidents of this, or any other nature, will occur. Amen!"

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While on a maintenance cross-country flight from El Paso to Kelly Field, Texas, recently, Flying Cadet James M. Treweek was forced to jump from his plane between Sanderson and Dryden, Texas, on account of motor trouble, and was injured in landing from the jump. Flying Cadet Leonard F. Rice, who was on the same flight in a P-1 airplane, saw the jump and notified Lieut. Robinson at Dryden. Lieut. Robinson started to the scene of the wreck at once by automobile, directing Cadet Rice to fly above the wreck at about 1,000 feet, in order to assist him in locating it. As Lieut. Robinson neared the scene of the wreck, Cadet Rice spun in and was instantly killed. At daylight the next morning, two ambulance airplanes were dispatched to the scene, ferried by Lieut. Keillor and Sergeant Biesiot. Lieut. Keillor returned with the injured Cadet Treweek, but Sergeant Biesiot was unable to return on account of motor trouble at Fort Clark and Dryden, and it was necessary to dispatch the Y-1C airplane at 4:15 for Dryden on another trip. Lieut. Ramey, piloting, made excellent time to Dryden and return, two hours each way, landing at Kelly Field after dark at 8:15.

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The efficiency of the parachute was again proven on April 8th last, when Lieuts. L.R. Black and B.W. Davis, both of the 94th Pursuit Squadron, jumped to safety after a collision near Selfridge Field, Mich. These officers were members of a formation which was engaged in squadron training. The squadron had come over Selfridge Field in echelon and had dived in column of individual ships at a ground installation for moving picture and sound reproduction. The squadron pulled up in column and made a climbing turn to the left. The collision occurred when both pilots lost sight of each other and came together about a quarter of a mile southwest of Selfridge Field. Lieut. Davis, whose plane was locked on top of Lieut. Black's, had little difficulty in getting clear of the plane. Lieut. Black was forced to delay his exit until the interlocked planes pulled apart sufficiently to allow him to leave the cockpit. Both pilots landed safely in a soft field none the worse for their adventure.

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Another incident in the operations of the First Pursuit Group was ended when Lieut. Ronald C. McLaughlin, Air Reserve, of the 94th Pursuit Squadron, after his plane became uncontrollable following a collision with another plane in formation leaped to safety with the use of his parachute. Lieut. Jesse Auton, also of the 94th Pursuit Squadron, was piloting the other plane and, although it was considerably damaged by the collision, he was able to land it safely at Selfridge Field.

On the afternoon of April 4th, the First Pursuit Group had passed in review before Major Max S. Murray, Inspector General for the Sixth Corps Area, and was proceeding westward towards Pontiac, practicing various Group formations, when at about 2:00 p.m., the collision occurred which necessitated the parachute jump. While flying in drill formation, Lieut. McLaughlin's plane was thrown upward into the propeller of Lieut. Auton's plane. The empennage of Lieut. McLaughlin's plane was practically removed and, upon finding the ship uncontrollable, the pilot jumped from an altitude of about 800 feet.

Much credit is due Lieut. Auton for bringing his badly damaged airplane back to the field. Although deploring the necessity for the forced exit from his plane, the personnel of Selfridge Field are extremely happy that Lieut. McLaughlin is a new member of the Caterpillar Club without personal injury.

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The Caterpillar Club continues to be a growing organization, latest figures covering jumps made by American flyers showing that up to this writing a total of 453 lives were saved and that 469 jumps were made, 16 being repeaters.

## KILLING SEVERAL BIRDS WITH ONE STONE

Major Gerald E. Brower, Commanding Officer of the First Pursuit Group, departed from Selfridge Field one afternoon recently for Ithaca, New York. He carried with him moving pictures of the "Air Force" and "Air Corps Maneuvers, 1930," which he used in connection with his lecture on "The Employment of the Air Force" before the Officers' Club, Cornell University.

Major Brower proceeded from Ithaca to Langley Field, Va., where he delivered the P-12 he was flying to that station. He then proceeded by rail to Baltimore, Md., and flew home in one of the new P-16 Berliner-Joyce planes.

## NEW CLUB-HOUSE FOR NONCOMMISSIONED OFFICERS AT LANGLEY

**N**OW that the swanky new club-house at Langley Field, Va., has been completed, the organization of the Noncommissioned Officers' Club has been speeded up. A board of governors has been selected, constitution and by-laws drawn up, and plans for furnishing the club-house formulated.

This new club-house, by the way, ranks with the best the Army has provided. It is an imposing one-story structure, following along the lines of the English country houses. Entering the lounge from a flag-stone terrace, one is struck by the beauty and spaciousness of the interior, which is decorated in the Elizabethan motif. Panelled walls, with soft, subdued wall lights, are crowned by a high timbered ceiling from which a beautiful crystal chandelier is pendant. To the left of the entrance is a spacious card room, while just to the fore are the cloak rooms. A cosy reading room, its walls flanked by row upon row of books, snuggles in one corner of the building. Just off the main lounge to the right is the dining hall, while the kitchen with its modern equipment and labor saving appliances, is just off the dining hall.

Passing through the lounge, we open the French doors and come out upon a cool veranda, or lanai, as it is known in the land of palm trees and surf-boards. This lanai looks out upon the broad stretches of the bay, with the water's edge a scant fifty yards away. This modern club-house promises many hours of enjoyment to the members of the Noncommissioned Officers' Club of Langley Field.

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## FIRST BOMBARDMENT WING STARTS TRAINING

Both the 7th Bombardment Group and the 17th Pursuit Group at March Field, Riverside, Calif., completed their Group training schedule on March 31st, and the combined units started functioning on the training schedule of the First Bombardment Wing on April 1st. The Wing training to date has included a tactical problem calling for a daylight take-off to Mather Field, 400 miles to the north, and a return the same day; a radio problem calling for the distribution of the various squadrons at airports surrounding Los Angeles and their assembly by radio to proceed to March Field and protect the station from attack by a squadron of 17th Pursuit Group planes representing an attacking unit speeding north from their airdrome at Rockwell Field; a firing problem in the vicinity of that part of the coast between Oceanside and San Diego. "Perhaps some place in the military establishment," says the News Letter Correspondent, "an antagonist may find that which would enable him to sustain charges of loitering, but believe us when we say not at the home of the First Bombardment Wing."

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## PERFECTING LONG RANGE ARTILLERY FIRE

The elaborate equipment recently installed in the Douglas amphibian in Hawaii for the correction of long range artillery fire has proved equal to all expectations. Test flights and constant adjustment for the period of a month brought this apparatus to perfection, and same was placed in regular use on April 1st. Intricate, yet rugged, these instruments cover all phases of artillery adjustment work perfectly. The splash of the shell is noted, distance from the target is computed, the vertical angle from the plane and its true bearings are determined. This information is radioed back to headquarters, and meanwhile three radio beams intersecting on the plane have fixed its position at sea absolutely. These separate groups of information are plotted together, and in a very short time the necessary corrections are in the hands of the battery commander.

"As these experiments progress," says the News Letter Correspondent, "it is believed that by sighting the target and using this information, together with the accurately determined position of the spotting plane, preliminary ranging shots will be greatly reduced in number and may even become unnecessary, and an entirely new conception of the accuracy of long range artillery fire will be established.

A camera records, by oblique photographs, the splash of every shot in the practices, and these pictures will serve as a basis for study towards the elimination of the least possible error."

# Army Day

"Army Day," April 6, 1932, was celebrated with a appropriate ceremony at Rockwell Field, Coronado, Calif. A committee, consisting of Capts. H. M. McClelland, C.P. Kane and 1st Lieut. R.K. LeBrou, was appointed by the Post Commander to make preliminary arrangements for Army Day. Several meetings were held and, after careful consideration, it was decided that the most satisfactory results would be secured by inviting the school children of San Diego and Coronado to visit Rockwell Field. Accordingly, contact was made with the Superintendent of Schools and members of the educational department of San Diego and Coronado.

Approximately 2,000 school children accepted the invitation and visited Rockwell Field on Army Day. A well organized corps of guides were on hand to receive the children and act as their special escorts on their tour through the shops and warehouses of the reservation. Special care was exercised to avoid any possibility of danger or injury to the children. Every effort was made to make their visit as instructive and educational as possible. This was accomplished by the use of specialists who lectured in the various departments and sub departments of the Air Depot and explained the functions of these units.

In addition, wooden stands were constructed over large Bombers and other aircraft so that the visitors could obtain a close-up view of the cockpits and general interior arrangement of these airplanes. Pilots and mechanics were with these airplanes to answer the countless questions the visitors asked. This scheme worked out very satisfactorily and occasioned much favorable comment.

In connection with the visit of the school children to Rockwell Field, there was held an essay contest. All children were invited to enter this contest and present an essay entitled - "What I saw at Rockwell Field on Army Day." All children, 15 years or under, were invited to submit an essay of 300 words to the Commanding Officer of the station. All children over fifteen years were asked to submit an essay of 500 words on the same subject. Appropriate prizes, consisting of two airplane models, were offered the winners of the contest. All essays were required to be in the mail on or before April 13th. With the cooperation of the school teachers, the essays will be corrected by Army personnel and the names of the winners announced shortly. It is planned to present the models to the essay contest winners at appropriate exercises to be held at Rockwell Field in the near future.

All school children from San Diego were transported by special boats operated between San Diego and Rockwell Field. A special rate of 10¢ per round trip was obtained from the boat company. All school children from Coronado were transported to and from Rockwell Field by Army trucks. Other guests drove their own cars to Rockwell Field. Radio talks of 15 minutes were delivered by Captain Kane over Radio Station KFSD, San Diego, and Dale Hurst, District Commander of the American Legion, made a radio address over KGB, entitled "The Significance of Army Day." Mayor Walter W. Austin, of San Diego, issued a proclamation to all San Diegans which was given extensive publicity in the local newspapers.

The observance of Army Day at Rockwell Field commenced at 8:30 a.m., at which time all members of the command, including officers, enlisted men, civilian employees, members of their respective families and specially invited guests, assembled for a ceremony commemorating Army Day. The special guests included Mayor Walter W. Austin of San Diego; Mayor Wilson of Coronado; City Clerk Wright of San Diego, and Admiral Senn, Commandant of the Eleventh Naval District. The Commanding Officer of Rockwell Field acted as master of ceremonies, and Captain McClelland, Post Adjutant, delivered the principal speech of the day. The Mayors and Admiral Senn made appropriate talks. Mayor Austin especially stressed the very excellent reputation which the civilian employees of Rockwell Field enjoyed in San Diego. Mrs. Hoyle, wife of Lieut. Hoyle of Rockwell Field, brought the ceremony to a close by leading the assembled guests in singing the Star Spangled Banner.

At 7:30 p.m., a parade in observance of Army Day, and participated in by members of organizations of San Diego and vicinity, marched up Broadway, San Diego. The parade was led by Colonel McHuey, Marine Corps, Retired. The parade included a platoon of police, the Marine Band, Spanish War Veterans, combined Drum Corps, U.S.W.V. Auxiliary, Navy Band, American Legion Drum Corps and Auxiliary, Shrine Band, fraternal service organization, Bonham Brothers Band, Boy Scouts, Boys' Band of San Diego, Girl Scouts and Camp Fire Girls.

In addition to the school children visiting the field, it is estimated that one thousand civilians also visited the field and Depot on Army Day. The large number of people present on Rockwell Field on this day frankly surprised the committee in charge of the arrangements. However, preparations had been well made, and there was no hitch of any kind to mar the success of the day.

Many expressions of appreciation of the opportunity to visit the field and the shops of the Depot have been heard.

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In the Hawaiian Department on Army Day an aerial review was held, wherein approximately 70 planes participated. The reviewing parties consisted of Governor Lawrence M. Judd; Major-General B.H. Wells, commanding the Hawaiian Department; Major-General Albert J. Bowley, commanding the Hawaiian Division; and the several departmental heads of the Hawaiian Department and the Hawaiian Division. The planes of the 5th Composite Group, together with the planes of the 18th

Pursuit Group, were led by the Wing Flight - Licut.-Col. G.C. Brant as flight leader. The review formed a spectacular part of the Army Day Demonstration.

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The celebration of Army Day was participated in very actively by the First Pursuit Group, Selfridge Field, Mich. Led by Major Brower, the Group Commander, and his staff, the Group, consisting of four squadrons of 18 planes each, took off from Selfridge Field at 11:30 a.m. and, after flying over Mt. Clemens, Mich., proceeded to a point over the City Hall of Detroit at 12:00 o'clock. It was here that the main celebration of Army Day in this vicinity was centered.

After flying in Group formation for several minutes over the center of Detroit, the Group proceeded to the Municipal Airport where the National Aircraft Show of 1932 was in progress. Awaiting the Group on the ground were Major Geo. H. Brett, Commanding Officer of Selfridge Field, and several transports loaded with Selfridge Field enlisted men. The pilots were met by Mr. Ray Cooper, Manager of the Show, were conducted through the various exhibits and were guests of the National Aeronautical Chamber of Commerce at luncheon.

The following letter was received by the Commanding Officer of Selfridge Field from Mr. J.T. Sheafor, of the Michigan Committee for Army Day:

"Dear Major Brett:

The Michigan Committee on Army Day observance is again indebted to you for your splendid cooperation in connection with the occasion.

The appearance of your squadron over the city is the most spectacular part of the exercises and always calls forth a great deal of comment, both in the press and otherwise.

We missed you at the luncheon this year, but understand fully why you could not be present. We feel that the celebration this year was a real success in every way, and we give a large share of the credit to you."

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#### THE SELFRIDGE FIELD METEOROLOGICAL STATION

The Post Meteorological station at Selfridge Field, Mich., performs a multitude of duties outside of routine work. It is an extremely efficient station, and has the good will of all the surrounding country as evidenced by some of the data it is called upon to furnish to the civilian industries over the State of Michigan. The immediate population surrounding the field and the City of Mt. Clemens make use of the station to answer their questions concerning the weather, and the Mt. Clemens Daily Leader and some of the Detroit papers publish the Selfridge Field daily weather report and forecast.

This correspondent had the usual idea that the station had only routine work to perform, such as giving pilots the weather data over their proposed cross country route, and predicting flying conditions for the next day, but as it happens, this important duty is a small part of the service they render to the civilian population of Michigan. The Water Commission of Macomb County makes use of the velocity and wind direction statistics of the station to determine how the wind affects the usual speed and direction of flow of the water in Lake St. Clair, for this affects the water supply of Detroit and all cities bordering on the Lake. The Michigan State Road Commission calls up the Field Weather Station for weather forecasts and temperatures to decide whether the atmospheric conditions are suitable for pouring concrete.

All telephone companies and the like, such as the Detroit Edison Company and the Michigan Bell Telephone Company, ask for predictions as to storms. A storm evidently affects all electrical lines to a great extent, causing increased resistance in the lines, and the power plants of these different companies ask for the storm forecasts to determine how much increase in power is necessary to keep up their standard service.

The personnel of the Meteorological station are frequently called as witnesses in civilian law suits where a question of the weather arises in the trial. A short time ago a chain grocery store in Mt. Clemens called Sergeant Wolfson to testify as to the state of the weather on a certain date. The question of the weather at a certain time was brought up in a law suit over demurrage. Very frequently rain insurance companies ask for the records of the weather to decide technical questions in paying damages.

All this information is only in an advisory capacity and is entirely a favor to the civilian courts and companies. Even individuals call for information frequently. When a long automobile trip is planned by a resident close to the field, the motorist generally calls for the weather predictions for the next two or three days. The humorous part of all this is the fact that many housewives in Mt. Clemens call up the field to find out if Monday will be a clear day and suitable for washday.

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The entire 36th Pursuit Squadron, Selfridge Field, recently participated in a rendezvous problem which called for the ships to all leave Selfridge Field singly, rendezvousing at different points along the route from Selfridge to Dayton, Ohio, and ending with the organization landing as a unit at Wright Field, where the pilots made a tour of inspection of the Experimental Branch of the Materiel Div. The return to Selfridge was made the same day in squadron formation. The trip, especially for those who had never visited Wright Field, was one of great interest.



## GONE BUT NOT FORGOTTEN

On Easter morning, March 27th, it became the sad duty of the 17th Squadron at Selfridge Field to record in its morning report the death of one of its most popular and efficient junior officers, Lieut. Charles A. Coolidge, III, Air Reserve. In making the formal announcement of the passing away of this brother-in-arms of ours, Captain Hoyt, the Commanding Officer of the 17th Squadron, expressed not only the personal grief felt by every member of the Squadron, but his own realization of the loss to the service caused by the departure of this promising young officer. Capt. Hoyt said that during the year Lieut. Coolidge served with the 17th Squadron he endeared himself to brother officers by his likeable personality and made a reputation of having unusual ability. Lieut. Coolidge became ill early in March, 1932, and an intestinal operation was found necessary. Although everything possible was done for him, including blood transfusions from fellow officers, the operation failed to save his life.

Lieut. Coolidge was born in Lakewood, Ohio, in 1903. He went to school there and later matriculated at the State University of Michigan at Ann Arbor, where he was a member of Sigma Phi Fraternity. He graduated in 1927 as an architectural engineer and entered the architect offices of Halliburton & Rood in Chicago. But the aviation urge proved irresistible and, after passing the requisite examinations, he reported as a Flying Cadet at Brooks Field. He graduated with the March Class of 1931 from Kelly Field, receiving his commission in the Air Corps Reserve. All of his active service was spent at Selfridge Field, Mich.

Lieut. Coolidge is survived by his wife, Jessie Coolidge, and by his two aunts, Mrs. C.A. Coolidge, Washington, D.C., and Mrs. John Rigley, Elenheim, Canada. To these loved ones the service extends heartfelt sympathy in their time of sorrow.

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Randolph Field suffered its first fatal accident on the morning of March 21st, when the ship of 2nd Lieut. William Lamar Parham, a student officer, crashed one mile west of the airdrome. Lieut. Parham was flying alone when his ship crashed near Marion. The plane burst into flames upon striking the ground. The plane hit in a field near the Seguin Road, but no one appeared to see the actual crash, and it was not known from what altitude the ship fell. The pilot was practicing maneuvers outlined by his instructor of the basic stage when the accident took place. He was flying a BT type Observation plane.

Lieut. Parham was unmarried, and his home was listed as Nashville, Ga. His father is Charles S. Parham of that city. The crash victim was 23 years old and graduated from West Point last June. He also attended the Georgia Agricultural College before going to West Point. Lieut. Parham was a member of the second class to enter Randolph Field. The first class graduated only a few weeks ago. It did not lose a man, and no member of it experienced any serious accident.

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### NEW QUARTERS AT WHEELER FIELD

The opening of new quarters for officers and noncommissioned officers, grading of the new flying field, construction of the new hangars comprised the ground activities at Wheeler Field during March. The quarters are one-storied, flat-roofed buildings, particularly appropriate to the atmosphere of the Islands. They range in color from pale pink and green to beige and brown, thus facilitating the return of the occupant to his proper set after an excursion away from home.

About 28 officers have already moved, and they are busy with the problem of furnishing and decorating. The new Quartermaster furniture has not yet arrived, but is expected at an early date. The bachelor building will open shortly. In the meantime, a committee composed of Lieuts. Luke Smith, Sterling and Fink is engaged in planning furnishings for the public rooms of the club. The building includes 16 sets of quarters (two rooms and a bath) in addition to the usual lounge, library, etc. It is planned to open a mess as soon as possible, Lieut. Lee having been chosen as the logical Mess Officer. The living quarters are built around a patio - the entire building being very attractive and especially adapted to the Hawaiian climate.

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The Flight and Turn Indicator received at Luke Field, T.H., recently, was turned over to the 72nd Bombardment Squadron for a 30-day service test. Engineering personnel had some trouble installing the instruments, due to the fact that there was not sufficient room on the instrument board to mount them. This was overcome by removing a section of the windshield and replacing with celluloid. Holes were then cut in the celluloid large enough to turn the instrument on and off. Pilots who have flown the B-5A equipped with these Indicators are high in their praise of them. After completion of service test, it is hoped that the Squadron will be allowed to retain them, says the News Letter Correspondent, and that a sufficient number will be supplied to equip all the 72nd Squadron planes.

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Experimental tests are being conducted at Wright Field of a two-wheel type bomb trailer and a tractor equipped with hoisting crane to determine the usefulness of this type of equipment in connection with moving bombs about the airdrome and loading same into airplanes.

**CHANGES OF STATION:** To Langley Field, Va.: Capt. Wm. B. Souza from Chanute Field, Ill.; 2nd Lieut. Robert M. Kraft from duty as student at Technical School; 2nd Lieut. Roger V. Williams, from Sheffield Scientific School, Yale University.

To Bolling Field, D.C.: 2nd Lieut. Carl F. Theisen, upon completion of course at Massachusetts Institute of Technology, Cambridge, Mass.

To Selfridge Field, Mich.: 1st Lieut. Alfred A. Kessler, Jr., upon completion of course at Massachusetts Institute of Technology, Cambridge, Mass.

To Chicago, Ill., as Air Corps Procurement Planning Representative: 1st Lt. James B. Jordan, upon completion course of Graduate School of Business Administration, Harvard University, Cambridge, Mass.

To Mitchel Field, N.Y.: 1st Lieut. John S. Gullet, from graduate school of Business Administration, Harvard University.

**TRANSFERS:** 2nd Lieut. David H. Baker, Coast Artillery Corps, transferred to Air Corps March 24, with rank from June 12, 1930; 2nd Lt. David R. Gibbs, Cavalry, March 24, with rank from June 9, 1928.

**PROMOTION:** To Captain - 1st Lieut. Frank L. Cook, rank March 20, 1932.

**RETIREMENTS:** For disability incident to the service - Major George E.A. Reinburg, April 30, 1932, with rank of Lieut.-Colonel; 2nd Lieut. Frank L. Skeldon, April 30, 1932.

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PRIVATE SMITH PRESENTED WITH CHENEY AWARD

For performing an act of valor and self-sacrifice, Private John B. Smith, of the 16th Observation Squadron at Fort Benning, Ga., was presented the Cheney Award for 1931 at Bolling Field, D.C. on Saturday morning, April 23rd. This award, which consists of a Medal and a substantial cash contribution, is given each year for the outstanding act or acts of heroism, extreme fortitude or self-sacrifice in a humanitarian interest in connection with flying in the Army Air Corps. Co-winner of the award with Private Smith was Lieut. Robert D. Moor of Holland, Ohio, who received the award posthumously, he having lost his life in sticking to a disabled airplane while his passenger jumped. Lieut. Moor's mother, Mrs. Agnes W. Moor, received the award in her son's name.

Private Smith, a member of the 3rd Attack Group at Fort Crockett, Texas, at the time of his act of heroism, won the award for having slid head first into the cockpit of a wrecked and burning airplane on January 27, 1931, and releasing the foot of Lieut. C.W. Causey, the pilot, which had become jammed in the wreckage. He then pulled the pilot to safety from the blazing wreck.

The presentation was made by the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, the citation being read by Brig. General Oscar Westover, Assistant Chief of the Air Corps. The ceremony took place before all the troops comprising the Bolling Field Detachment. Attending the ceremonies were Mrs. Mary L. Schofield, of Peterboro, N.H., and Mrs. Thomas W. Streeter, of Morristown, N.J., mother and sister of the late Lieut. William H. Cheney, Air Service, killed at Foggia, Italy, in January, 1918. The Cheney Award was established in 1927 in memory of this deceased war-time flyer.

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SERGEANT NEFF RECEIVES THE DISTINGUISHED FLYING CROSS

Sergeant Frank D. Neff, 2nd Balloon Company, Air Corps, was awarded the Distinguished Flying Cross for heroism while participating in an aerial flight at Pope Field, Fort Bragg, N.C., on the night of December 3-4, 1931. During a severe wind and rain storm, the Army dirigible TC-71 broke from its moorings while preparations were being made by the crew to start the engines and cast it off to ride out the storm. Sergeant Neff succeeded in getting the right motor started, but was unable to start the left motor from within the car. Realizing that the airship was not under full control and in great danger of being wrecked and the crew injured, he immediately discarded his parachute, and with complete disregard of his own safety climbed out of the car onto the unprotected outrigger of the wildly plunging dirigible and, working in the darkness in this perilous position, succeeded in hand-cranking the left motor, thereby bringing the airship under full engine control. Sergeant Neff's heroic action in risking his life to save the airship from destruction and the crew from injury was in accordance with the best traditions of the Air Service and reflects great credit upon himself and the military service.

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An experimental model of a ferrotype print drying cabinet has been designed and fabricated at the Materiel Division, Wright Field. This cabinet accommodates sixty of the new chromium-nickel alloy ferrotype plates and will be given a practical test to determine its suitability for Air Corps use. This dryer proved very satisfactory on the initial test.

## LONG DISTANCE AERIAL PHOTOGRAPHY

**T**HE aerial photograph of Mt. Shasta from a distance of 331.2 miles, made in January, 1932, from a height of 23,000 feet from a position 8 miles east of Salinas, Calif., is the longest range photograph ever obtained and constitutes the greatest amount of the earth's surface ever covered in one exposure. The negative was made from a point more than 100 miles farther south than the last point from which Mt. Shasta was visible to the unaided eye. Inasmuch as Mt. Shasta was invisible, Mt. Diablo was used as a land mark in connection with the flight map, for purpose of pointing the camera in the correct direction.

The usual visible range in high altitude photography is from forty to fifty miles. When the picture was taken, the Bay region was wreathed in fog and some smoke, hindering the visibility of the human eye, but not that of the specially constructed camera, worth many thousands of dollars. The film used, technically known as Kryptocyanine, hypersensitized, is similar to that supplied to astronomers for photographing stars. It is not only sensitive to the very darkest visible red, but also highly sensitive to a region of the spectrum invisible to the eye and known as infra-red.

In using the film, a heavy ray filter is put over the lens. So dark in color is this filter that it looks like a piece of black glass, impossible to see through. Therefore, the photograph taken through such a filter is made by infra-red or invisible light waves. The focal length of the lens is 500 millimeters, while the focal aperture is F-5.0. Although called an instantaneous exposure, the picture is actually a very slow snapshot of one-fifth of a second. To secure a sharp picture with such a slow exposure, it is necessary that the pilot keep the plane at high altitude on a perfectly straight course, while the photographer holds his camera rigidly at time of exposure.

Due to the altitude, the airplane, although traveling 100 miles an hour, is relatively stationary in space. The film is developed very much as any other film or negative, except that the developing takes twice the ordinary amount of time, or 20 minutes.

The monoplane from which the picture was taken is one of fourteen planes of the F-1-A type owned by the United States Army. It has a supercharged engine of 450 horsepower, and carries special equipment for high altitude photography. The San Francisco - Mt. Shasta "snapshot" was taken in the course of work performed for the United States Coast and Geodetic Survey. The flyers on this photographic mission, officers of the Materiel Division, Wright Field, Ohio, used oxygen masks to combat the rarefied air conditions.

The Materiel Division, Wright Field, is largely responsible, together with the Research Laboratory of the Eastman Kodak Company, for the production of apparatus and materials that make high altitude and long distance photography so successful. If the earth were flat, the area visible between Mt. Shasta and the camera, included in the field of the lens, that is to say in the photograph, would be 26,000 square miles. Due to the fact that the earth curves, the view is interrupted nearly midway between the mountain and the camera. The terrain actually visible in the photograph is computed at 7,200 square miles.

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## READJUSTMENT OF FIVE-YEAR PROGRAM

A letter, dated April 11, 1932, from The Adjutant General, addressed to All Corps Area and Department Commanders, and All Chiefs of Arms and Services, on the subject "Air Corps Five-Year Program," states:

"1. Fiscal conditions require a readjustment of the dates on which the various steps in completing the Five-Year Air Corps Program have previously been scheduled.- see Exhibit to Letter of June 30, 1931 (AG 580 (2-11-31) Misc. (Ret) M-C), subject: 'General Plan for Completion of the Air Corps Five-Year Program.' Dates will be announced from time to time as conditions permit.

2. In addition to the above, the following changes in the above program are announced:

a. The formation of the pursuit group (less two squadrons now active) for Panama and of two additional pursuit squadrons for Hawaii is deferred until the fiscal year 1934.

b. The Bombardment group (less the two squadrons now active) for Hawaii will be formed at Rockwell Field in lieu of at Mather Field.

c. The Pursuit groups for Barksdale Field and Langley Field will be formed from new units, the units now at Mather Field, the additional pursuit squadron now at Selfridge Field and the additional service squadron now at Brooks Field. Details will be announced later.

d. Mather Field will be closed as an active field after movement therefrom of its present garrison.

e. The band previously scheduled for formation at Nichols Field is removed from the program."

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The Wright Field Sunshine Club, from Jan. 1 to March 12th, collected for its welfare work \$1984.37. This is disbursed only after investigation mostly in food for the poor.

## NOTES FROM AIR CORPS FIELDS AND STATIONS

March Field, Riverside, Calif., April 14th.



During April, the following enlisted men were detailed to Chanute Field for training as indicated: Corporal Stephen J. Krause, 9th Bomb. Sqdn.; Pvts. Malcolm C. Underwood and Elia Ficarella, 64th Service Sqdn.; Pvts. Ernest G. Werner and Wm. T. Quentin, 11th Bomb. Sqdn.; Pvts. John V. Dolan, 31st Bomb. Sqdn.; Bentley B. Rowe, 73rd Pursuit Sqdn.; Walter D. Walker and Ellis A. Peterson, 34th Pursuit Sqdn.

Colonel William C. Gardenshire, Construction Quartermaster at this station, was relieved on March 10th and expects to retire at the end of a four months' leave. He expects to make his home in Riverside. Captain Lawrence S. Woods, QMC, succeeded Colonel Gardenshire as Construction Quartermaster.

Tech. Sgt. Ben J. King, 70th Service Sqdn., was ordered to the Panama Canal Department as replacement for Technical Sergeant Edward D. Thomas. Staff Sergeant Edward A. Peters, 64th Service Sqdn., was ordered to the Hawaiian Department as replacement for Staff Sgt. Joseph G. Yonkese.

The March Field basketball team journeyed up to the Presidio of San Francisco last month to engage in the Corps Area Basketball Championship Tournament. While it cannot be said that they returned with "the whole hog," they came home with some of the bacon at least. They finished second to the 30th Infantry team, losing a 38 to 30 contest to that organization. It was anybody's game up until the final whistle. The team was under the charge of 2nd Lt. M. F. Stalder, and the personnel were as follows: Pvts. 1st Cl. L. L. Lash (Captain), Henry (70th), Arnold and Goldberg (64th), Pvts. Hill, Horning and Shadko (34th) and Heacock and J. L. Smith (73rd).

The new P-12F's are arriving at March Field now from the Boeing factory and are being assigned to the 73rd Pursuit Squadron. Pilots making the ferry trip so far are Captains Wm. C. Morris, Claude E. Duncan, Lieuts. Bernard T. Castor, John H. Dulligan, Norman H. Ives, John H. Bundy, F. K. Morrill, E. W. Anderson, Robert W. Goetz, Anthony E. Curcio, O. R. Deering and Daniel A. Cooper. The plane piloted by Lieut. Castor was badly damaged in a forced landing near Grants Pass, Oregon, but Lieut. Castor was uninjured.

7th Bombardment Group: Staff Sgt. John Hilderbrand, 9th Bomb. Sqdn., passed away at the Post Hospital Sunday, April 10th, as a result of injuries sustained in an accident in the armament section of the 9th Sqdn. the previous day. His remains were interred at Riverside on Tuesday following. The 9th Bomb. Sqdn. attended as a body. Hilderbrand was stationed at March Field for the past several years and was Instructor in Armament in the Ground School prior to the removal of the Primary Flying School to Randolph Field. He had approximately 18 years' service, seven of which were in the Air Corps. He entered the Air Corps in 1925, coming from the 3rd Ordnance Company. His home is listed as Vinita, Okla. He is survived by his widow, Mrs. Minnie Hilderbrand and small son, Bobbie.

A "Corned Beef and Cabbage" dinner dance held at the Officers' Club, March 18th, was quite appropriately sponsored by the officers of the 11th Bombardment Squadron, whose planes have carried the picture of the doughty "Jiggs" as their insignia since his adoption at Maulan, France, in 1918. The Club's quarters, arranged as "Dinty Moore's Place," presented a realistic atmosphere for the festivities.

Capt. Younger A. Pitts, one of the "oldest settlers" at March Field, received orders to sail July 29th from San Francisco to New York and then proceed to the Tactical School at Maxwell Field, Ala. for duty as student. The personnel here wish the Captain the best of luck.

17th Pursuit Group: Tactical problems, supporting the 7th Bomb. Group, Wing Inspections and Reviews formed the training program in the air. On Army Day, April 6th, this Group took part with the Bombers in a review for Mayor Porter of Los Angeles at the Los Angeles Municipal Airport. Following the aerial review, the entire Wing landed and was inspected by the Mayor and Lieut.-Col. Arnold.

The 95th Pursuit Squadron, led by Lieut. Leo H. Dawson, Squadron Commander, formed special support for the 7th Bombardment Group in a problem involving the "bombing" of Mather Field on April 5th. Spending the preceding night at Visalia, the 95th furnished protection for two Mather Field Pursuit squadrons on the way in to the objective. A stiff headwind furnished the additional problem to the attacking forces. Returning to March Field the same day, Headquarters Flight, composed of Col. Arnold, Major Spatz, Capt. Hunter and Lieut. Graves, set a new record for the 400-mile Mather-March hop.

Nine Reserve officers from the recent Kelly Field graduating class were assigned to the 17th Pursuit Group. They will fly with the following squadrons: Lieuts. Carl M. Christenson and James M. Treweek, 95th Pursuit; George E. Batty, Robert J. McLean and George I. Rhoades, 73rd Pursuit; Elbert E. Gentry, James C. Jensen, Silas M. Miller and Charles L. Sharp, 34th Pursuit.

Lieuts. Hewitt F. Mitchell, Thomas W. Davis, John B. Preston and J. R. McCleskey, 73rd Pursuit Squadron, made voluntary parachute jumps over March Field

on the morning of March 15th. The four jumpers landed without even a bruise, and reported the biggest thrill was the ride up in the Folkner. The jumps were made from 2,000 feet, with Lieut. Stewart W. Towle, Jr. piloting the Transport.

The marriage of Lieut. Burton H. Hall, 34th Pursuit Squadron, and Miss Mildred Louise Pearson, of Riverside, took place March 23rd. The couple are making their home at the Magnolia Courts in Riverside.

Langley Field, Hampton, Va., April 16th.

Flight A, 16th Obs. Squadron: A new officer in the person of 2nd Lieut. James R. Williams, Air Reserve, reported in from Kelly Field on March 27th.

Corp. Oldson and Pvt. Haug were awarded Langley Field Basketball Letters as members of the Langley Field team which won the Third Corps Area Championship.

Flight "A" took off for Mitchel Field, April 8th, on a formation training flight. After dodging rain and fog all the way up the coast, it was found that Mitchel Field was closed in, and after three successive tries to get in at Newark Airport, the Flight was forced down at Hadley Field, N.J., some 12 miles southwest of Newark. The ships were hangared and personnel went into New York City by train. The following Tuesday the weather cleared and the flight returned to Langley. All members agreed that some valuable experience was obtained in bad weather flying.

2nd Bombardment Group: Orders sending Lieut. Jamison, one of the old timers in the Group, to Bolling Field are met with regret by the whole Group. The Group is sadly lacking in older experienced officers for key positions in the squadron as it is. We are sure "Jamie" will turn out some fine work on his new assignment.

The Inter-Squadron Officers' Playground Baseball League has gotten off to a flying start, each team having played three games. At present the 49th and 96th are tied for the lead with two games won and one lost. The 20th and a combined team of Group Headquarters and 59th Service Squadron are tied for last place with one win and two losses. Cut throat competition is shown at all games, a beach party to be given the others by the losers being the penalty for "bun" playing.

20th Bombardment Squadron: For the past couple of weeks, this Squadron, along with the 49th and 96th, has been participating in Group tactical missions, specializing in occupying advanced airdromes and practicing defensive formations against Pursuit attacks.

49th Bombardment Squadron: On March 21st, the entire personnel of the field, and the 49th Squadron in particular, were saddened by the loss of one of its members, Lieut. Richard P. O'Keefe, who was killed when the P-12 in which he was engaged in a "dog fight" with Lieut. R.O.S. Akre, collided with Lieut. Akre's plane at 5,000 feet over Plum Tree Island. The plane landed in Chesapeake Bay in 18 feet of water and was raised by a Navy salvage ship. By exceptional handling of his ship, Lieut. Akre was able to get it over open country, minus the right lower wing. He then jumped and landed safely. Funeral services for Lieut. O'Keefe were held at the chapel at Fort Monroe, the entire command attending. The 49th Squadron honored its comrade, flying a nine-ship formation, with one plane missing, over the funeral procession as it proceeded to the dock at Old Point Comfort, Va. Lieut. O'Keefe was buried at Arlington National Cemetery.

The Squadron was engaged with the Group in tactical problems on "occupation of advanced airdromes" lately, being attacked along the routes from assembly point by P-12's flown by members of the newly organized 8th Pursuit Group. Some very good results were obtained with camera guns mounted in the rear of the Bombers.

The Squadron welcomes Lieuts. Shannon, Taylor and Freiburger, former members, whose active duty was renewed, and Lieuts. McAnulty, Collins and Waldron, Air Reserve, who recently reported from Kelly Field.

Lieut. Troup Miller, Jr., narrowly averted an accident when, after taking off in formation with the aileron locks on, he brought the plane back to the field and landed it without mishap. This intrepid bit of flying cost one of our crew chiefs his chevrons.

96th Bombardment Squadron: The Squadron regrets the loss of Lieut. Roy D. Butler to the 8th Pursuit Group and welcomes Lieut. Sykes, whose active duty was extended, and Lieuts. Patrick, Delonge and Riley, reporting from Kelly Field for active duty.

59th Service Squadron: Captain Dunlap is to be congratulated on his recent promotion. Lieut. Terrill, former member of the Squadron, was welcomed back, his active duty having been extended to June 30, 1932.

8th Pursuit Group: April brought us the noise of throbbing Hisso's pulling PT's through death-defying chandelles. This was the new 8th Pursuit Group putting in their flying time. Now, however, with the new P-12's in flying commission, two flights fly every day. These flights are composed of 19 Reserve officers stationed here from Kelly Field. They are 2nd Lieuts. Wyatt H. Alexander, Earnest H. Briscoe, Kenneth R. Case, Fred O. Easley, Jr., Willard J. Foley, John H. Patterson, Frederick L. Gunter, Harold L. Kreider, Thomas B. Nixon, Sterling R. Newman, Robert J. Potter, George H. Prince, Charles W. Reineke, Charles M. Robertson, Joshua W. Rowe, Ira D. Snyder, Gilbert V. Tribbitt, Terry M. Turner and Harry H. Wells. These 19 officers, with Lieut. Henderson, transferred from Bombardment, comprise four flights and are led by Captain Harold H. George, 1st Lieuts. Lloyd E. Hunting, George F. Schulgen and 2nd Lieut. Roy D. Butler.

On April 7th, 2nd Lt. John E. Bodle was assigned to the Group as Armament

Officer.

The new barracks are now completed and occupied by approximately 250 men. These men are being fed at their own mess under the capable direction of Sergeant William A. Hunter.

#### France Field, Panama Canal Zone, April 12th.

The strength of the command was considerably augmented by the call of the REPUBLIC on her trip from New York to San Francisco, when she left with us Lt. Harvey L. Boyden, Lt. and Mrs. James G. Pratt and four new Reserve officers, Lieuts. William G. Benn, Frank D. Sinclair, Eugene H. Mitchell and James H. Rothrock, Jr.

Mrs. Kirtland, wife of Col. Kirtland, Commanding Officer of Langley Field, and Mrs. Naiden, whose husband, Major Earl Naiden, is an instructor at the Army War College, Washington, were passengers on the REPUBLIC, and while the ship was in the Zone were the guests of Major and Mrs. Brereton at their quarters on the field.

During the month of March, the Panama Air Depot overhauled 2 O-19C, 1 C-6A, and 1 P-12B airplanes, 3 SR-1340D and 3 R-1340C engines, rechecked and tested 2 R-1690B and 3 R-1340B engines. The Parachute Department folded 105 parachutes, inspected 121 and repaired 15.

The following officers received orders for duty in the United States, their tours of foreign service terminating in each instance shortly before the sailing date. Leading the list of departures is Major Leo G. Heffernan, our former Commanding Officer, who sailed on the REPUBLIC on April 16th for Langley Field. Others to go are Captain Otto G. Trunk on the May 7th boat for duty in the office of the Chief of the Air Corps, and sailing with him will be 2nd Lieut. D.W. Buckman for duty at March Field. On May 18th, Lieuts. A.Y. Smith and Berkeley E. Nelson will depart for Langley Field, while the August boat will include 1st Lt. James M. Bevans for Randolph Field and 2nd Lieut. Charles A. Harrington for duty at the United States Military Academy.

#### 36th Division Aviation, Texas National Guard, Houston, Texas, April 5th.

The training program is moving ahead and now includes radio and photographic missions, navigation and blind flying problems. The navigation problems consist of triangular cross-countries by the use of instruments only.

The courses are figured beforehand and maps are not followed on the trip. A varying amount of success has been had on these problems. The blind flying problems consist of flying a straight course to a previously determined point. Perhaps after a few more attempts the objective will be reached.

The Officers' Club monthly social function consisted of a chicken barbecue, which was held on the banks of the Brazos River in Wharton. All officers and their ladies met at the home of Lieut. Gifford and enjoyed his hospitality until it was time to repair to the barbecue grounds. Lieut. Eagle knew where to go! So he was delegated to lead the others there. The chickens were cooked to a turn upon our arrival, and our appetites had been so sharpened by the long drive into the country that they did not last long. Everyone enjoyed himself to such an extent that this type of gathering might be held again.

Some of the happenings of interest during the past month were that Lieut. Alex Greig joined the benedicts and Lieut. Earle T. Showalter was operated on for appendicitis. According to Capt. Pratt, our Flight Surgeon, who performed the operation, Lieut. Showalter went into a flat spin and couldn't come out of it. The crash carried him into oblivion. However, we feel that it was only the ether after all.

The only cross-country of any magnitude was when Major Blackburn delivered our sole remaining O2-H to Birmingham, Ala., to the 106th Observation Squadron.

The noncommissioned officers formed a club, and their first affair was a weiner roast at Garden Villas Park. According to all reports, it must have been good.

#### Randolph Field, Texas, April 16th.

Officials of the Noncommissioned Officers' Club were in charge of arrangements for the first dance held by the Club on March 23rd. They are: Arthur J. Shanley, President; Clarence H. Westover, Vice President; Arthur Groves, Secretary; Alfred H. Bailey, Treasurer; and Ezra Nendell and Clyde M. Strosnider, who with the officers, form the Executive Board. The Entertainment Committee consists of Joseph Montana, Oscar H. Davenport and W.J. Napier. On the Equipment and Funding Committee are Nendell, Paul Kurtz, B.M. Frick, L.V. Ward, E.W.A. Becker and Irving DeWitt.

The plane of Lieut. D.H. Alkire, which was damaged in a landing by parachute flare on Sunday night, April 10th, near Yorktown, Texas, was brought back to Randolph Field by truck. Both wings on one side of the plane were broken off when the ship struck a tree in landing in a small field after the fuel supply had been exhausted. Lieut. Alkire, who was returning from Eagle Pass, Texas, was un-

injured. Capt. C.W. Dingman, Flight Surgeon, joined the Caterpillar Club when he jumped with his parachute shortly before Lieut. Alkire attempted his landing, and he also landed safely.

Captain Robert Peterson, Executive Officer, recently announced that nine Reserve and National Guard officers of the Medical Corps completed their six weeks of practical training at the School of Aviation Medicine, Randolph Field, Texas, viz: Lieut.-Col. John A. Schroeder, Cincinnati, Ohio; Captain Guy H. Moates, Tarentum, Penna.; 1st Lieuts. George H. Geyer, San Antonio, Texas; John F. Gardiner, Omaha, Neb.; Burr C. Boston, Waterloo, Iowa; Roy S. Hubbs, North Chicago, Ill.; Frank C. Svoboda, San Diego, Calif.; Everett D. Hockenberry, Zellenople, Penna.; and Captain Harry H. Maynard, New Haven, of the Connecticut National Guard. All will receive the rating of Flight Surgeon.

Ten other Reserve and National Guard medical officers, who are taking the entire Flight Surgeon's course at the School, will complete same May 4th.

Members of the Society of A.I.E.E. and A.S.M.E., numbering about one hundred, visited this station April 18th and, after visiting points of principal interest throughout the post, had luncheon at the Bachelor Officers' Mess. The majority of the members who visited here were students who graduated this year from the respective technological universities in this locality. Texas A. & M. College, Texas University and Rice Institute were represented.

#### Clark Field, Pampanga, P.I., February 25th.

Following a very pleasant holiday season, the 3rd Pursuit Squadron went back into harness and started work on preparations for Philippine Division Maneuvers and Gunnery season. Maneuvers were held from January 13th to 23rd, and during that time the Squadron flew a total of 192 hours. The missions called for covered a wide range - patrols, protection, special support, straffing of troops, supply trains, boats, etc., night ground straffing of an area lighted by parachute flares and, at the same time, maintained a messenger service, and had a two-seater on the alert at all times to fly line commanders over their troops to observe the disposition of their forces.

After the "Armistice," the pilots who are "Short-timers" settled down to intensive gunnery and bombing practice, and the men used up their meager allowance of 45 calibre ammunition on the pistol range.

Upon their arrival on the December Transport, two newcomers, Lieuts. Burwell and Henry sojourned for a short time at Nichols Field and then joined us.

On the evening of February 19th, the officers of the Squadron gave a party at the Bamban Hotel in honor of Major Harry Andreas, M.I.R., as an expression of their appreciation for his untiring efforts to make everyone's tour pleasant. The Major will be remembered by all officers who have served at Clark Field.

On February 23rd, Captain Hornsby, Squadron Commander, with Captain Hewitt and Lieut. Taylor took off in three P-12's on a tactical patrol flight to locate a suitable emergency field to be used by the organization during field exercises. Landings were made on the beach at Bauang and Luna. On the return trip they landed in the new Loakan Field at Baguio. This is the first time Army planes had used this new commercial field.

The Squadron is marking time at present, anxiously awaiting the results of Record Gunnery and Bombing which has been started.

#### San Antonio Air Depot, Duncan Field, Texas, March 30th.

Lieut.-Col. A.G. Fisher, Depot Commander, and 1st Lieut. C.E. Thomas, our Depot Supply Officer, returned March 16th from a cross-country flight to the West Coast, where they conferred with the Commanding Officer of the Rockwell Air Depot on supply and maintenance matters, and then proceeded to inspect the proposed site for the new Air Depot at Benton Field, Alameda, Calif. They report a very interesting trip, and were much pleased with the prospects of the new Benton Field addition to Air Corps activities.

We were sorry to learn of the illness of 1st Lieut. David J. Ellinger, on a three months' leave of absence since Feb. 27th, prior to joining this Depot from Panama. He entered the Army Medical Center, Washington, on March 10th for observation and treatment, and we have heard nothing beyond the bare official notification. We trust it was nothing serious and that he is now recovered.

Orders were received for the assignment of Captain Ralph B. Walker to duty at this Depot from the Hawaiian Department. He was granted three months' leave of absence, effective on the date of his arrival in the United States.

First Lieut. R.R. Gillespie, on leave from Langley Field, and 1st Lieut. J.P. Kirkendall, transferred from Randolph Field to Fort Sill, were visitors here as the house guests of Captain and Mrs. Warner B. Gates, March 16th-19th.

First Lieut. Wallace G. Smith, accompanied by Mr. L.A. Hendricks, Associate Radio Engineer of the Air Corps Materiel Division, Wright Field, who visited Kelly Field by air for the purpose of installing a harmonic suppressor designed to eliminate interference in the radio beacon at that station, and for the purpose of inspection of radio equipment at Randolph and Brooks Fields, also visited this Depot on March 28th to confer with our Engineering Department on radio

shielding in airplanes turned out by the Depot.

On Easter Sunday, March 27th, all the children of the Post enjoyed the hospitality of Mrs. Edward V. Harbeck, Jr., in an Easter egg hunt, and the occasion was one of whole-hearted joyousness and glee for every child.

#### San Antonio Air Depot, Duncan Field, Texas, April 15th.

Visiting officers from out of town, representing Air Corps activities of this area at the regular monthly conference here on Air Corps supply and engineering matters, April 15th, and the luncheon following the conference, were: Capt. S.J. Idzorek and 1st Lieut. J.J. O'Connell, Fort Crockett; 1st Lt. Wm.L. Ritchie, Post Field, Fort Sill, Okla., and 1st Lieut. Raymond M. Wilson, 45th Division Aviation, Colorado National Guard, Denver.

First Lieut. Edward M. Robbins, Rockwell Field, visited here, bringing a B-4 plane on April 7th, and departing April 9th in a B-4A for his home station.

April 15th, this Depot had the pleasure of a visit from Major-General John F. Preston, The Inspector General, who included this station in his tour of inspection of military posts throughout the west.

Capt. Warner B. Gates, Adjutant, and Capt. E.V. Harbeck, Jr., Chief Engineer Officer of the Depot, made a cross-country tour March 31st-April 4th, to Fort Crockett and Houston, Texas; Barksdale Field, Shreveport, La.; Muskogee, Okla., and Hensley Field, Dallas, Texas, for the purpose of coordinating Air Corps supply and engineering matters with the Commanding Officers of Regular and National Guard activities at those stations.

First Lieut. Lewis S. Webster, on duty at this Depot in Supply and Engineering since June 30, 1929, was relieved and detailed with the Organized Reserves, 6th Corps Area, Chicago. He is now on leave for a month and 20 days. Great regret is felt at the departure of Lieut. and Mrs. Webster and their children, and our sincerest wishes are for their happiness and success at their new station.

During March, the Engineering Department overhauled 1-A3, 1 A-3A, 6 A-3B, 3 O2-H, 3 O-19B, 3 O-19C, 4 P-1F, 6 BT-2B, 8 PT-3, 3 PT-3A, total 38 airplanes; repaired 1 B-5A, 1 LB-7, 1 O-2J, 1 O-11, 4 O-19B, 1 YO-31, 1 P-1C, 1 P-1F, 1 C-24, 1 BT-2B, 2 C-9, total 15; overhauled 15-R790, 6 R-975, 16 V-1150, 18 R-1340, 4 R-1750, 4 R-1690, 1 R-1820, total 62, engines, and repaired 3 R-975, 7 V-1150, 3 R-1340, 3 R-790, 1 R-1750, 22 V-1650, total 39 engines.

#### Fort Sill, Oklahoma, March 23th.

As the weather clears up, cooperative work with the Field Artillery School takes on a decided increase. The classes are now coming out into the field to put into practice the things they learned during the long winter sessions. Flight "E" participated in 6 Field Exercises and flew 96 Aerial Adjustments, all using radio, both voice and code. The Machine Gun Company, 38th Infantry, practiced anti-aircraft formations against attacks by Flight "E" on two occasions. The Flight, using flour bombs, registered effective hits with all of the 15 bombs dropped, the most noteworthy hit being made by Master Sgt. Dawkins, when he powdered the nose of a doughboy mule. The 1st Balloon Company participated in 3 Field Exercises and 12 Artillery Adjustments.

Pilots and passengers visiting this station on cross-country trips were: 1st Lt. Don W. Mayhue; 1st Lt. A.H. Foster, Pvt. Reylar, Fort Crockett; Major H. H. Young, Sgt. Byron, Brooks Field; Capt. M.D. Mann, Brig. Gen. Immel, Wisconsin National Guard; Lieut. Walker, Pvt. Williard; 2nd Lt. E.H. Alexander-Pvt. Gustaphson; 2nd Lt. S.R. Brentnall-Pvt. H.L. Jones; 2nd Lt. L.H. Watnee-Sgt. Wehlyling, Randolph Field.

On March 21st, Master Sgt. P.C. Blesiot flew the C-15 Hospital Ship from Kelly Field to Post Field, returning same day with two patients for the Station Hospital, Fort Sam Houston.

On March 23rd and 24th, 1st Lt. R.K. LeBrou and 2nd Lt. H.G. Bunker, ferrying two B-4A's, serviced here enroute to Rockwell Field.

Cross-country flights by pilots of this command were made - March 16th by 2d Lt. Douglas T. Mitchell, ferrying an O-19B to Duncan Field, returning an overhauled O-19C March 17th; March 12th - by 2nd Lt. Douglas T. Mitchell, who flew 2nd Lt. F.M. Steadman, F.A., to Oklahoma City, returning via Pauls Valley on March 13th.

The Fort Sill Basketball team made a clean sweep of its series with the Championship 23rd Infantry team from Fort Sam Houston. Both games were stubbornly contested, and in each game an extra period was required to decide the contest. This team was built around the Air Corps team, winner of the Fort Sill pennant, and carried on the same fighting spirit and team play which characterized the Air Corp Five throughout the local tournament. The result was seen in the terrific last minute drives that swept the doughboys off their feet in the two extra periods. The Air Corps was represented on the squad by the following personnel: 1st Lieut. Wm. L. Ritchie, Flight "E," Coach; Staff Sgt. Joseph A. Murray, Assistant Coach; I.A. Noakes, R.C. Motley, J.R. Varnell, J.B. Hagen, O. Kohl, F.H. Clark and A. Hafley, all of the 1st Balloon Company.



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## OBSERVATION SQD. INDIANA NAT. GUARD. STOUT FIELD, INDIANAPOLIS

The Squadron was highly honored by the visit of The Secretary of War,

Patrick Hurley, at Stout Field, April 9 and 10. We were also pleased to become acquainted with the crew of his tri-motored Ford plane. The crew consisted of the pilot, Lt. Cornulous W. Cousland, a radio operator and two mechanics. Come back and see us again.

Lieutenant Maschmeyer from Selfridge Field set a new speed record between Selfridge and Stout Fields on April 9th, in a P6-E. He covered the distance of 275 miles in 1 hour, 19 minutes and thirty seconds, an average speed of about 215 miles per hour, thanks to a good old tail wind. It is quite appropriate that Lieutenant Maschmeyer should set his record between these two fields; for he was originally a member of this organization before going to Kelly Field, and he is now on active reserve duty at Selfridge.

This warm bright weather is expected to bring out the camera guns and the observers are expecting to register their share of hits if our fellow targets will stay out of spins. Some day a smart observer is going to put his legs in a couple of iron pipes so he will be on his feet instead of his knans after a few dives and zooms, while standing up to a camera gun. The squadron is continuing intensive training in order that each member shall receive sufficient practice in every phase of observation work prior to the field training period.

The Squadron assisted Lieut Stanton T. Smith, and squadron at Schoen Field, Ft. Harrison in its Army Day program, on Wednesday April 6th. Commendation was made by Major General Hugh A. Drum, Corps Area Commander.

Our Commanding Officer, Major R. F. Taylor, expects to make a cross country to Portland, Oregon, starting April 20th, taking the National Adjutant, American Legion to make arrangements for the Legion Convention to be held in Portland in September.



Mather Field, Sacramento, Calif., April 15th.

The quota of P-12E's for Mather Field will be completed very shortly. Twenty-five new ones were ferried by officers of this command to this station from the factory at Seattle, of which 21 went to the 55th Pursuit Squadron and 4 to the 20th Pursuit Group Headquarters. The 77th Pursuit Squadron is being equipped with 21 P-12E's from the 17th Pursuit Group at March Field. New designs are being tried out on their present C's, and will be painted on the E's as soon as a suitable one has been decided upon. From the looks of the present C's in the 77th, smoked glasses will be worn when looking at the E's when they have been painted with the Squadron colors and design.

77th Pursuit Squadron: Gunnery and service test are completed now, leaving a train of varied scores. We may with pride, however, say that most of them were good. Now there remains the task of licking the 55th in an inter-squadron competition.

With the advent of our P-12E's, we certainly have a conglomeration of vari-colored, vari-motored and vari-modeled planes. It is a motley appearing but superb flying gang at present. This squadron has just completed several sessions of night flying. The method used was very much like the system at the training school. Lights were mounted on Headquarters hangar and were in charge of Lieut. L.M. Williams, Assistant Operations Officer. The flying was done primarily to service test different types of navigation lights, and their effect in formation flying. Consequently, quite a little formation work was done. The still quiet of the night accentuated the roar of the planes in dives, and it was not long before the populace of adjoining towns were flocking to the field. Lieut. Kingham who was in charge of the landing flood light, enjoyed himself and amused the crowd by taking the lens off the light, thereby making a spot light out of our flood light. He then proceeded to pick up the various formations and put them "on the spot." Whether the pilots liked to do day flying at night we do not know, as we were not able to ascertain. Judging from their tactics, they were trying to get out of the light or trying to amuse those whom they knew were watching. It is our opinion that they were blinded and were not responsible for the way they flew.

Lieut. Hopkins proceeded to "service test" our nice new steel fence which the Quartermaster was so good to have erected around the field, by landing his element just fifty feet on the outside and rolling through. Luckily, it was their last landing, as none of the pilots realized their accomplishment until after they had taxied up to the line. Holes were torn in the wings and fuselage, while the propellers and landing gears had dents in them. Landing into the beam of the flood light, thereby blinding the pilots, is given as the reason for landing so far out. No other damage was done during the course in night flying.

80th Service Squadron: Lieut. Lee, Squadron Adjutant, just returned from a six-day leave of absence in conjunction with his official duty as escort to the late Lieut. Meguire. Lieut. Lee was picked for this detail, as they were both classmates at West Point, and also at the Primary and Advanced Flying Schools. During his stay at the Point, Lieut. Lee renewed many old acquaintances.

Capt. H.N. Heisen, our Squadron Commander, is now on nine days' leave of absence and is visiting points in Southern California.

This organization received a new P-12E, ferried by Lieut. Williams from the factory at Seattle, Wash. It is one of the very many now in use at this station.

Our C-14 Transports are undergoing major overhaul at the Rockwell Depot.

55th Pursuit Squadron: The past month was devoted to Aerial Gunnery and Bombing. Firing was done by flights and was competitive. Towards the end the competition was very keen and resulted in excellent scores being made by all flights. The average for the entire Squadron was over 900, exclusive of tow target scores.

The Squadron just received the last of 21 new P-12E's from the Boeing Factory. This is the first time since Maneuvers last year that we had a ship for every pilot in the squadron. We are now working the Squadron into shape for the forthcoming annual tactical inspection. What little time we have left is being devoted to formation and tactical training.

A new insignia has just been submitted to the Chief of the Air Corps for approval. It combined a winged arrow and a winged sword in a fret and has a background of blue and gold.

The Squadron baseball team was out early this year and holes to win the Post Championship. We have quite a handicap to overcome, having won one and lost two.

All the bachelor officers are gaining weight since the local Officers' Mess was taken over by Lieut. Holtzen. Yea, even the married officers bring their wives around quite often. We don't know if they do that to enjoy a good meal or to dine in the gorgeously furnished dining room. It is rumored, however, that one married officer who lives off the post is sending his wife away for two months so he can live with the bachelors and enjoy his meals.

Patterson Field, Fairfield, Ohio, April 19th.

Eighteen students from the Technical School, Chanute Field, arrived at this station the latter part of March on an inspection tour.

Captain William B. Wright, leading a flight of four Observation planes with

Reserve officers, arrived from Kansas City, Mo., to make an inspection of Patterson and Wright Fields.

Cross-country visitors were Captain Strahm and Lieut. Mills from Maxwell Field; Major McDonnell, Miller Field; Lieut. Anderson with Lieut. Madarasz from Chanute Field; Major Lackland with Sgt. Bogdansky, Brooks Field; Lieut. Carpenter with Sgt. Hansen, Stour Field; Lieut. Eckert, Selfridge Field; Lieut. McNeil, Roberts Field, and Lieut. Gerhart from Mitchel Field.

Lieut. Cummings from Cleveland Airport; Capt. Colgan, Lunken Airport and Lt. Smith, Schoen Field, ferried planes to this station for major overhaul.

Planes were ferried by pilots from this station, as follows: an O1-E to Candler Field, Ga., March 16th, by Lieut. C.S. Irvine; a BT-2B to Schoen Field, March 17th, by Majors Sneed and Burwell; a P-6A to Selfridge Field, March 18th, by Lieut. P.W. Timberlake; a BT-2 to Logansport, Ind., March 18th, by Lieut. R.L. Williamson; a BT-2B to Chanute Field, March 24th, by Lieut. D.R. Goodrich with Lieut.-Col. L.E. Goodier, Jr., returning in an O-25; a BT-2B to Detroit, March 29th, by Capt. B.F. Lewis, with Mr. Weinland.

Orders were received transferring Lieut. Melvin B. Asp to Maxwell Field, July 1st, and Lieut. Clarence S. Irvine to the Air Corps Engineering School, Wright Field, August 1st.

Lieut. Cousland from Bolling Field, Lieut. Keim from Bowman Field, and Capt. Mann from Chicago ferried planes to this station for Major overhaul.

Cross-country visitors during the period April 1st to 15th were: Capt. Gardner from Sky Harbor; Lieut. Robbins, Rockwell Field; Lieut. Bartron, former Supply Officer at this station, from Randolph Field; Major Jones from Bolling Field; Lieut. Welsh from Bowman Field; Capt. Souza from Chanute Field; Lieut. Duckworth from Candler Field; Capt. Colgan and Lieut. Hart from Lunken Airport, and Lieut. McCormick from Selfridge Field.

The Wilbur Wright Golf Course was officially opened April 9th. Due to inclement weather, however, there were no golfers on the course Saturday afternoon. It has been noted that certain officers on the post have been practicing "Fly-Casting." Look out, Fish!

Major overhauls were made to 19 planes and minor overhauls to 17 during March. Engines, Major overhauls 40, minor overhauls 23.

Lieut. P.W. Timberlake ferried an O-19C to Scott Field, April 2nd.

Lieut. Williamson, accompanied by 5 employees from Patterson Field, attended the Air Show at Detroit on April 7th, making the trip in a C-14 plane.

Major A.L. Sneed flew cross-country to Selfridge Field, April 7th. While there he visited the Detroit Air Show.

#### Mitchel Field, L.I., New York, April 4th.

Several of the officers and ladies on this field have been wrestling with the flu of late. Captain Taylor, Lieuts. McCulloch, McClellan, Olive, McCleod, Steed, and Mrs. Cullen have or had it. It is hoped this flu weather won't last much longer and the field will soon be free from it.

Lieut. McCulloch's latest innovation is blind flying goggles. The lens are painted black, with peep holes allowing the pilot to see only his instruments. Efficiency? Nothing else! Now we can double up on our missions and do blind flying and mosaics all at one time.

During the week of March 7th, Lieuts. James F. Olive, Willard R. Shephard and Staff Sgt. Charles F. Wilson went to Wright Field, Ohio, to receive instructions on the new T-3A five-lens Aerial Camera.

Captain Taylor was signally honored by a commendation from General Foulois, Chief of the Air Corps, for his efficient and diligent performance of an aerial photographic survey in Michigan during 1931. Mr. Mendenhall, Director of Geological Surveys, sent a letter of commendation to General Foulois, commending Capt. Taylor on the thoroughness of his reports of the Michigan Survey.

General Fechet dropped in at Mitchel Field on his way to Hartford, Conn., recently.

The monthly dance of the Officers' Club was held Saturday evening, April 1, at the Rockville Center Country Club. There was a large attendance, all officers being at the dance with the exception of those of the 99th Obs. Squadron, who were participating in the maneuvers at Aberdeen, Md. Music was furnished by the Post Orchestra. A buffet luncheon was served at midnight. The occasion was very successful and a good time was had by all.

The 99th Observation Squadron, consisting of 11 ships, under the command of Capt. Frederick W. Evans, left Mitchel Field April 1st, enroute to Aberdeen, for the annual gunnery and bombing practice. The 99th is to remain at Aberdeen until April 29th.

#### Selfridge Field, Mt. Clemens, Mich. March 29th.

Several War Department orders were recently received, effecting changes in the personnel of Selfridge Field in the near future. Major Gerald E. Brower, at present in command of the 1st Pursuit Group, was ordered to duty in Philippines, effective the latter part of the summer. Major Brower reported at Selfridge on May 5, 1930, and was in command of the Group since then. Capt. Harry A. Johnson

received orders for the next class at the Air Corps Tactical School. In point of service here, Capt. Johnson is an "old timer", having reported March 24, 1928. He commanded the 57th Service Squadron and acted as Post Engineering Officer during the first six months, and since then was in command of the 94th Pursuit Squadron. The Air Corps Engineering School at Wright Field is claiming two Selfridge Field officers for its next class, Lieuts. Paul W. Wolf and George F. Smith. Lieut. Wolf reported here from the Philippines, March 19, 1929, and, after commanding the 17th Pursuit Squadron for a year, served as Assistant Operations Officer and later as Post Operations Officer and Adjutant of the 1st Pursuit Group. Lieut. Smith, who reported for duty Nov. 14, 1929, served continuously with the 27th Pursuit Squadron.

The Selfridge Field Basketball team, composed of Lieuts. McCoy McFerren, Staff Sgts. Freelund, Howard, Corporal Schmitt, Privates Everett, Beane, Hughes, Bates and Harvey, journeyed to Scott Field March 19th, and that night won a practice game, 30-24. The team then proceeded to Jefferson Barracks for the 6th Corps Area Athletic Meet. Monday night, Selfridge eliminated Fort Wayne, 50-33, in the play-off for the semi-finals. Wednesday night, drawing Scott Field in the semi-finals, Selfridge, after a hard-fought game, was defeated 34-27. Fort Brady and Selfridge tangled Friday night for the consolation game and the three points awarded the team gaining third place. Selfridge was again off form and gave Brady little opposition, losing 41 - 34. Selfridge Field boxers met with too stiff opposition in their branch of the Meet, losing all four bouts.

Officers of Selfridge Field continue great activity in various forms of exercise. In the Bowling Tournament, Headquarters won two and lost one; the 36th won its only game played; the 27th won two and lost two, and the 94th lost two. Squash, handball and basketball continue in popularity. Badminton, an alleged ladies' game, is rearing its feathered head, and all scoffers are urged to try it once.

17th Pursuit Squadron: The 17th wishes to make formal announcement of the return, on or about March 1st, of our prodigal son, Lieut. E.W. "Chief" Maschmeyer. "Chief" left the 17th to be a rah-rah collidge boy for a month. He intended to complete his senior year at Purdue, but due to a "drag" with the dean of men was told he could come back for some more active duty in the Air Corps Reserve and thereby gain credit for courses in navigation, meteorology, and theory of flight. "Chief" tried to persuade them to include art appreciation among the credits gained by his Air Corps experience, but the dean balked at that. We are glad to see "Chief" back in our midst, but can't understand why or how the dean at Purdue could bear to let "Chief" leave his institution, nor what the co-eds will do for entertainment in his absence.

We wish also to announce the resumption of the local social season now that Lieuts. Robinson and Bledsoe returned from a week spent in what the social column would call "sunny" Virginia. The trouble was that the sun wouldn't shine, so they spent their time enjoying themselves in Washington and Uniontown, waiting to complete what had started out to be an ordinary week-end cross-country trip, and ended by being an extended visit in the South. The local belles sighed with despair as they imagined what must have been happening to Robinson and Bledsoe among the Southern charmers.

Led and inspired by Captain and Mrs. Hoyt, the 17th "put their collective shoulder to the wheel" to make a success of the Post Dance which they sponsored on March 18th. The party was titled a "Hard Times - St. Patrick's - Leap Year Ball," and was sponsored not only by the 17th Squadron, but the Amalgamated Steam Fitters' Union. The Entertainment Committee (composed of the entire officer personnel of the 17th) points with pride to the fact that at 1:00 a.m., everyone was having such a good time that they voted to have the orchestra bribed to stay an extra hour.

27th Pursuit Squadron: With the belated arrival of winter and subsequent frigid temperatures has come for the 27th resumption of high altitude Group maneuvers and high altitude individual tests. The high point of the month was reached, both figuratively and literally, when one of the P-12E's "clawed" its way up to 32,150 feet with Captain R.C.W. Blessley, Squadron Commander, shivering at the controls and industriously nursing an ice-coated oxygen tube. The flight was made in a standard ship and required an hour and ten minutes of more or less steady climbing. Captain Blessley was confident the ship would go higher. Other pilots of the Squadron, less ethereal minded, managed to reach noticeably lesser altitudes and all deplored the flight immensely. One result of the tests was the transfer of large quantities of ice from the higher regions to the floor of the 27th hangar.

Another big day was written into the history of the 27th last month when Lt. Curtis (Rah! Rah!) E. LeMay returned from a six months' detail involving completion of an engineering course and a study of performance characteristics of present day co-eds at the State University of Ohio. LeMay presented himself at the post attractively attired in the latest model collegiate pinch-back suit and a liberal sprinkling of second-rate fraternity hardware; the latter so worn that it could be seen when the wearer was in any position except lying on his face. His flying chums of the 27th immediately joined hands around him and spontaneously broke into an old college yell. However, this grim business of military flying apparently is not long to be so charmingly relieved, and the entire post has joined the 27th in mourning the fact that LeMay now wears only a few of his fraternity pins on his blouse.

Some of the Squadron's more dashing pilots have been attempting the usual personal cross-country flights, and Lieut. Clark Piper, recently pride of the

school squadron at Kelly, proved his mettle by getting to Mitchel Field in only two days, via various cities in the northeast. The entire 27th was depressed for days after Piper reported his compass as defective.

36th Pursuit Squadron: The Squadron finally received six of the new two-seater Pursuit airplanes, known as the Y1P-16, manufactured by the Berliner-Joyce Co., so that speculation as to their performance is gradually turning into actual experience. Those pilots assigned to the new type ship are quite enthusiastic about its performance and flying characteristics. Apparently its speed is but little below that of the single-seater type of Pursuit ship now in use by the Air Corps, and the feeling of added security the addition of a flexible gun for use toward the rear given the pilots of these planes more than offsets this slight difference in speed and rate of climb. These new ships are used almost daily in connection with the Group operations of the First Pursuit Group, serving in all capacities from Observation and Attack to the missions for which built.

94th Pursuit Squadron: Lieut. J.V. Crabb found that to scoff at a brother pilot's misfortune does not pay, for as he was compiling his contribution for last month's News Letter, Lieut. Feldmann had a minor crack-up on the field - directly in front of the 94th Operations Office. This was really service - so thought Crabb - and he wrote up an account immediately. This was all well and good, but in his story he inserted several joking references to the pilot of the ship, and the entire story tended to hold Lieut. Feldmann up to ridicule. Two weeks later the author of the above mentioned story had an accident of his own. In returning from a week-end cross-country to Chicago, Lieut. Crabb ran into a severe snow storm at Pontiac, Mich. He was forced to land, and in doing so ground-looped and turned over on his back. Inasmuch as Crabb is extremely short coupled, his head did not hit the ground and he was able to write on his forced landing report: "No injury to personnel."

Lieut. E.H. Schlanser returned from Buffalo March 25th with the last of the consignment of new P-6E's. The 94th is now equipped with 21 Pursuit ships.

Permanent individual clothing lockers were installed in the 94th hangar. They are large, roomy lockers capable of holding all necessary flying gear without crowding, and are quite a change from former times when two or three pilots were forced to use the same small locker. No doubt the dispositions of 94th officers will improve now, for arguments as to "who has my parachute" and "take off my flying suit" will cease.

Kelly Field, San Antonio, Texas, April 11th.

The Panama Flight left Kelly Field on the morning of March 25th. While they were awaiting orders, Col. Andrews, Capt. Kincaid and other members of the flight renewed old acquaintances at Kelly Field and San Antonio.

In the past several weeks trips to California were made by Kelly Field pilots in order to ferry back P-12 Pursuit planes for use in training students. The first trip was made by Capt. E.H. DeFord, the second by Capt. H.K. Ramey and Lt. E.E. Glenn to Rockwell Field; the next by Capts. T.S. Voss and L.W. Eller and Lts. L.J. Maitland, H.R. Baxter, O.A. Anderson and E.H. Underhill to Mather Field. Lt. C.I. Ferris to Rockwell Field, and by Capt. L.A. Dayton, Lts. J.W. Monahan, J.A. Baird, T.L. Gilbert and J.F. Haney to Mather Field.

A flight of 18 planes, led by Lt.-Col. H.B. Clagett, sent to Eagle Pass, Apr. 9th, to be guests of the city in celebration of opening of Maverick County Irrigation Project.

Lieut. R.L. Boyd was transferred here from Randolph Field.

A new Attack plane, the XA-3, flown by Lt. J.F. Whiteley, was under observation at Kelly Field for several days. It was flown by Kelly Field officers, who will submit recommendations on its approval. Lt. Whiteley flew the plane from Wright Field to the Tactical School, Maxwell Field; to the 3rd Attack Group at Fort Crockett; then to Kelly Field. From here he returned to Wright Field.

Kelly Field now has a new Captain, namely, Howard K. Ramey, Director of the Observation Section. On the morning of March 25th he was presented with a pair of bars, about one foot square, with proper ceremonies, by Capt. DeFord, the Post Adjutant, and various others.

Capt. E.J. House ferried here a P-1 airplane from Bolling Field.

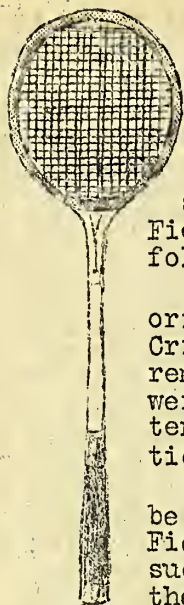
Training has been progressing satisfactorily in all the sections of the Advanced Flying School. Night flying was completed in the Observation Section the last of March, and the Attack Section started in on this type of flying.

The 40th School Squadron received Pvts. Whitmore, 5th Cavalry, Ft. Clark; Edwards from Randolph Field and Morrow from Ft. Sam Houston.

Pvt. John W. Ross, Hqs. Advanced Flying School, returned from 90-day furlough - Sgt. Sheffield, 40th School Sqn., is enjoying a 90-day reenlistment furlough in Washington, D.C. -

Pvts. Edward Wall, George M. Biel, John D. Lanier and Hubert H. Cross returned to the 41st School Sqn. from Chanute Field, where they have been taking courses at the Technical School. - Master Sgt. Gervais J. Garner is back with the 41st School Sqn. after a tour of service at Nichols Field, P.I. - Sgt. Stephen Riales left the 41st School Sqn. for service with the 72d Bomb. Sqn., Luke Field, T.H. The 40th School Sqn. gained Pvts. Charleton Oliver from the 12th Field Art. and Flanagan from Camp Normoyle. - Pvt. Busby, 40th School Sqn. was called to his home in Forrest City, Ark., on account of illness in his family.

## CRISSY FIELD COMPLETES SQUASH COURTS



In the belief that Squash is the ideal form of exercise for flying personnel and that this game bids fair to become the standard form of athletics in the Air Corps, Crissy Field just completed two squash courts. In accomplishing this project, the splendid example and lead of Langley Field, Bolling Field, Rockwell Field, Mather Field and possibly a few other Air Corps stations was followed.

The building in which the squash courts were constructed was originally built as a hangar for the mail planes which formerly used Crissy Field as a regular authorized base. Later, this building was remodeled to serve as a barracks for the Air Corps ROTC Camps which were held at Crissy Field for a number of summers. To a certain extent, the building was used between summer camps as a gymnasium, particularly to afford practice for the Crissy Field basketball teams.

As the Air Corps ROTC unit at the University of California will be discontinued at the end of the present school year, the Crissy Field ROTC Camp held during the summer of 1931 was probably the last such camp. The Commanding Officer, therefore, lost no time in further remodeling the building in order that it may serve as a real gymnasium for the personnel of this station. In addition to the two squash courts, facilities exist for basketball, volley ball and badminton. So far as is known, Crissy Field is the first station, Air Corps or otherwise, to adopt the latter game. It is suggested that personnel unfamiliar therewith withhold criticisms until they have had an opportunity to play the game or at least see it played. It is not so bad.

In addition to the facilities already enumerated, it is contemplated building two handball courts as soon as funds, labor, etc., become available therefor. In view of the limited funds and personnel available for building the Crissy Field squash courts, it is thought that some details as to their construction might be of interest to other stations which may be confronted with the same handicaps. For this reason, some of the more important construction details are briefly described hereafter.

It may be interesting to note that it was necessary to tap four different sources of funds to secure the sum of \$757.80, which was found necessary to complete the project. The commissioned and enlisted personnel at Crissy Field, who will undoubtedly keep these courts well occupied from now on, owe a debt of gratitude to Captain Shiras A. Blair, Air Corps, who, during his five months' stay at Crissy Field, served as Utilities Officer. The construction of the squash courts is due to no small extent to the initiative and enthusiasm of Captain Blair. Unfortunately, he leaves Crissy Field within the next few days for his new station in Panama.

Two squash courts were recently completed at Crissy Field at a total cost of \$757.80. These courts were constructed in the west end of the gymnasium building, the inside dimensions of which are 79'5" by 98'8". The walls and ceiling had been previously entirely sealed with wainscoting. As the courts were constructed in the northwest and southwest corners of this building, it was only necessary to frame one side and the rear wall for each of the courts. All four walls and the floor were covered with 4" edge grain Oregon pine flooring, and after constructed the floor and walls sanded. The sanding of the floor was accomplished with the regular floor sanding machine, and the walls were sanded with a small hand belt electric sander which was rented for this purpose. The original ceiling was satisfactory. Each court is illuminated with 15 lights. A bank of six lights, using X-Ray Reflectors No. 510, are located in the ceiling, five feet from the front wall. These reflectors are so designed as to throw maximum light on the front wall. The other nine lights, using X-Ray Reflector No. 575, are located in the ceiling in three rows of three lights each, equally spaced over the balance of the court. The method of lighting and the equipment used was recommended by the Illumination Engineer of the General Electric Co. All lights are flush with the ceiling, holes being cut the size of the reflectors. The reflectors rest on a piece of 3/32" plywood in which the hole is cut the same size as the inside dimension of the reflector. The lights are protected by 1 1/2" mesh chicken netting nailed under the plywood. The entire inside of the court is painted white with one priming coat and one second coat, paint being especially mixed for this purpose by the Fuller Paint Company. The inside dimensions of the courts are 32'6" long by 17' wide by 15' high, the height being governed by the height of the original ceiling.

For the construction of these courts, the Post Exchange, Presidio, donated \$500.00; \$60.00 was received as the Crissy Field share of the Corps Area football profits; \$82.00, representing the Crissy Field Recreation Fund balance, and \$115.68 was taken from the Crissy Field Barracks and Quarters fund.

All carpenter work was accomplished by a civilian contractor. The sanding, painting and electrical installations were accomplished by enlisted labor. The following is an itemized list of expenditures in connection with the construction of these courts:

Lumber, \$221.83; Rental of sanding machine, \$25.00; Sander belts, \$10.60; Eight-gallon Paint, Priming coat, \$18.40; Eight-gallon Paint, second coat, \$20.40;

Eighteen No. 575 X-Ray Reflectors @ \$3.06 each, \$55.08; Twelve No. 510 X-Ray Reflectors @ 3.06 each, \$43.20; Eighteen No. 10500 X-Ray Rings, \$6.48; 43 linear feet Galvanized Hex. netting, 1 $\frac{1}{2}$ " x 18-72, \$6.58; Two sheets No. 24 Ga. Gal. Iron, 36 x 120, \$3.20; three pair Soss Invisible Hinges 3 $\frac{1}{2}$ " x  $\frac{3}{4}$ ", \$6.60; Two pair Soss Invisible Hinges, 2-3/8" x 1 $\frac{1}{2}$ ", \$1.30; Two Flush Bolts, .54; Carpenter work (by contract) \$288.00; Miscellaneous electric supplies, conduit wire, etc., \$50.59, total \$757.80.

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The Officers' Squash Tournament at Mather Field, Sacramento, Calif., was brought to a close by Lieut. L.Q. Wasser defeating Lieut. L.M. Williams in three games - 15-12, 15-13 and 15-14 in the finals. Lieut. Wasser will be rewarded with a silver trophy cup donated by a local sporting goods store. Lieut. L.M. Williams defeated Lieut. J.G. Hopkins, and Lieut. Wasser defeated Captain Clark in the semi-finals. The six highest players in the Tournament have formed a Post Squash team and will play a team from March Field in the near future.

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On the evening of April 5th, a team of squash and hand ball players, made up from the officer personnel of Selfridge Field accepted the invitation of the Detroit Athletic Club for a match with some of its members. The officers arrived at the Athletic Club about 8:00 p.m. and were soon introduced to their opponents for the match. The officers team was completely outclassed and succeeded in winning only one match out of six. This was due largely to inexperience, but a great deal may be attributed to the dazzling light and fast bounces of the courts which were entirely different from the home made courts being used at Selfridge Field.

Major G.E. Brower, Lieuts. Paul W. Wolf, and R.M. Ramey composed the squash team, and Lieuts. N.B. Harbold, E. O'Donnell, J.F. Egan and S.P. Wright played hand ball. After the games, the Athletic Club entertained with a beautifully prepared buffet supper which was attended by a number of its members, with the officers of Selfridge Field as their guests. Although sorry not to have been able to make a better showing, the officers enjoyed the entire evening and accepted an invitation for a return match in the near future.

-----  
Again the Mitchel Field squash racqueteers have shown themselves equal to the task set before them. This time they won from Bolling Field in eight matches by the score of 21-6. General Benjamin D. Foullois was the only Bolling Field player who was able to win a match, and the score shows he had no easy time of it. The players and scores follow.

General Benjamin D. Foullois versus Lieut. S.E. Anderson in the first match. First game, 15-7, second, 16-15, third, 16-13, won by Bolling Field.

The second match was staged between Lieut. Hez McClellan and Captain Arthur B. McDaniel. First game, 15-12, second, 15-6, third, 15-10, won by Mitchel Field.

In the third match, Lieut. Robert F. Travis represented Mitchel Field, and Lieut. Newton Longfellow doe Bolling. The players were evenly matched and the scores were close, but Mitchel Field won the match, socres 15-7, 18-15, 15-19.

Lieut. David P. Laubach, of Mitchel Field, and Major Templeton Joyce from Bolling were scheduled for the fourth match, which was won by Mitchel Field in the resulting scores: 20-5, 15-7, 15-10.

The fifth match was between Lieut. Robert O. Cork, Mitchel Field, and Lieut. David Goodrich, Bolling Field. The games - 15-11, 20-15 and 15-10 were won by Mitchel Field.

The sixth match lasted the entire five games, played by Lieut. Pardoe Martin of Mitchel Field and Major Willis Hale of Bolling Field. The games were: 1st, 10-15; 2nd, 15-19; 3rd, 10-15; 4th, 15-11; 5th, 15-18, won by Mitchel Field.

The seventh match was between Lieut. George F. Kehoe, of Mitchel, and Capt. Hugh M. Elmendorf, of Bolling. Lieut. Kehoe won the first game, 15-11. The second game was won by Captain Elmendorf, 15-12. Lieut. Kehoe won the third and fourth games, both by the score of 15 to 8, thereby clinching another match for Mitchel Field.

The eighth and last match was played by Lieut. John K. Gerhart, of Mitchel Field, against Captain Edwin House, of Bolling Field. The games: 1st, 15-12; 2nd 15-6; 3rd, 15-8, resulted in the victory going to Lieut. Gerhart.

Messrs. Alan Cummings and Walter Kincella, both professionals, staged an exhibition match. Cummings, through his brilliant playing took the first three games and Kincella staged a comeback and took the remaining two.

---oOo---  
The Annual Tournament for the Brandon Smith Golf Cup, of the Air Corps Golf Association at Duncan Field, comprising officers of the Air Corps stations in this vicinity and of the Normoyle Quartermaster Depot, was concluded April 13th. A most delightful time, as well as some mighty serious golfing, was had by all participants. The winner of the Men's Championship was 1st Lieut. Orvil A. Anderson, of Kelly Field, and of the Women's Championship, Mrs. Ethel Glenn, wife of Lieut. E.E. Glenn, Kelly Field. The names of the winners will be placed on the cup. Once more the Golf Association has demonstrated that it can hold its own with any similar aggregation in the country.



On March 16th, the 1932 baseball season was ushered in at Mather Field, Calif., with a game between the 55th Pursuit Squadron and the 80th Service Squadron. The rivalry between these two Squadrons is expected to attain great

heights, as the 80th Squadron team represents last year's champions, while the 55th is reinforced with Lieut. Jacobson, who pitched for the University of California team on two tours of Japan. The 55th Squadron is one jump ahead, as they won the first game seven to three. The 77th Squadron surprised everybody by beating the 55th 8 to 3 in the most recent game. Most anything may happen before the season closes.

-----  
The France Field baseball club started the Department League season off with a bang by defeating the doughboys at Fort Clayton by the score of 5 to 4 in a thrilling opener and by following this up with a 10 to 5 walloping administered to the Fort Randolph team in the next game. A large part of the post personnel made the trip to Fort Clayton in a special train. Bowman cracked out a homer to start the ball rolling in the second, and three runs were tallied for the inning. Clayton, however, knocked out two homers in their half of the inning and brought in another man, thus tying the score. The tie was not broken until the ninth inning, when France Field brought in two more runs and won the game when Clayton's rally netted only one. The Randolph team, although rated slightly higher than Clayton by those who are supposed to know, was taken in much easier in a free hitting game, featured by many errors on both sides.

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April 18th was marked off with a red cross on the calendars of all the baseball fans of March Field, Riverside, Calif., for on that day Captain Leo F. Post, Athletic Officer, held the formal opening at his mammoth "Stadium of Swat." On that day, promptly at 3:30 p.m., His Honor, "The Umps," none less than Captain Frank O'D. Hunter, Commanding Officer of the 17th Pursuit Group, shouted the time honored "Play Ball" and the Commanding Officer of the Field, Lieut.-Colonel Henry H. Arnold, let loose a fast one at Major McFarney, Commanding Officer of the 7th Bombardment Group, who had the assignment at home plate that day. The batter was Wing Commander, Major Carl Spatz. Immediately thereafter the 64th Service Squadron and the 31st Bombardment Squadron settled down to the serious business of getting to the top of the "6" team Inter-Squadron League and retaining that position. The Athletic Officer, not content with supervising the erection of one of the best baseball plants (with grandstand, bleachers and all) on any Army post, has further strengthened his standing with the fans by arranging for a corps of peanut merchants to be on hand at all ball games.

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The Group Officers' Inter-Squadron Baseball League, 2nd Bombardment Group, Langley Field, Va., has just started, and it looks like the Fighting 20th will come out on top again this season, judging from the first game in which they defeated the combined team of the 59th and Group Headquarters by the score of 11 to 2 behind the stellar pitching of "Heinie" Voss and "Hutch" Hutchinson.

-----  
The 72nd Squadron baseball team, Luke Field, T.H., is working out under the master hands of Lieut. Don Z. Zimmerman and Staff Sgt. "Old Folks" Fitzpatrick. It lost the first game of the season to the 65th Service Squadron, score 5 to 3.

-----  
The "Fighting 4th" Observation Squadron, Luke Field, opened the Inter-Squadron baseball season recently, trouncing the 23rd Bombardment Squadron by the score of 9 to 4. Judging by the first game and the hard work of the boys in training, under the direction of Lieut. S.A. Ofsthun, the team hopes to be around the top all the way.

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Lieut. Meloy Brings New Observation Plane Across  
the Continent for the use of Militia Bureau.

Capt. Vincent J. Meloy, Air Corps, reported to the Douglas Aircraft Company, Santa Monica, Calif., April 15th, to accept delivery on an C-31B airplane for the Militia Bureau. The new gull wing Observation plane was flown to Rockwell Field for check and while there was flown by practically all the Depot pilots, all of whom expressed themselves as being greatly pleased with its flying qualities.

Captain Meloy proceeded east via Tucson, El Paso, Dallas, Little Rock, Nashville, Dayton and Washington. While at Dayton, the plane was flown by several test pilots, all of whom were of the opinion that the increased fin area added to the directional stability of the plane. This belief is concurred in by the ferry pilot and the Air Corps Inspector at the Douglas Plant. The entire trip east was uneventful and, upon arrival at Bolling Field, Captain Meloy expressed entire satisfaction with the new plane.



Rockwell Field, Coronado, Calif., April 21st.

Several months ago the civilian employees of Rockwell Field and Depot organized a "Rockwell Field Relief Association." The old Welfare Association of this field turned over to the new organization all funds on hand and same was turned over to the Parent-Teachers' Organization and Veterans of Foreign Wars as per vote of the members of the Old Welfare Association. The object of the Rockwell Field Relief Association has been to help relieve the condition brought about by the unemployment situation and to assist those Relief Agencies believed to be in need of assistance. After carefully considering the various appeals made for help and relief, the Rockwell Field Relief Association, although depending on voluntary contributions of the employees, set the sum of \$2,000 as a goal for three months. The response to date was more than successful. Each employee determined just where his donation should go and, as a result, the following agencies have benefitted from the Rockwell Field Relief Assn.: Rest Haven Home; Parent-Teachers' Association; Salvation Army; Rescue Mission; Veterans of Foreign Wars Relief Committee; City Mayor Relief Committee; Children's Shoe Fund, Good Will Industries, individuals named and individual relief.

Major-General Malin Craig, Corps Area commander, visited Rockwell Field on April 15th, for purpose of making annual inspection.

Col. Edward P. O'Hern, Ordnance Dept., 9th Corps Area, arrived April 19th, and inspected Ordnance material on hand and the work of Ordnance mechanics.

Capt. B.M. Giles, Chief Engineer Officer of the Depot, accompanied by Geo. W. Robinson, Foreman Motor Section, spent several days at Crissy Field for the purpose of inspecting GIV-1570C Prestone-cooled engines in an effort to determine causes of trouble experienced at Crissy Field.

Members of the San Diego Federal Business Association were luncheon guests at Rockwell Field on April 21st. Capt. Harold M. McClelland addressed the Association on "Aids to Aerial Navigation." The guests then inspected the Field.

Captain Harvey H. Holland, recently on duty in Hawaii, reported for duty here and was assigned as Post Personnel Adjutant.

Lieut. Guy Kirksey, formerly of the Office of the Chief of the Air Corps, recently reported at Rockwell and was appointed Post Operations Officer.

Major-General J.F. Preston, The Inspector General, arrived April 22nd to inspect the activities here and to confer with the Commanding Officer.

Colonel Clarence J. Manly, Medical Corps, Corps Area Surgeon, also arrived April 22nd, for the purpose of making annual medical inspection.

40th Division Aviation, Calif. Nat'l Guard, Los Angeles, April 10th.

Sunday, March 20th, this Squadron carried on joint operations with a detachment of the 160th Infantry, involving a staff problem and communication between air and ground via message pick-up, dropped message, ground panels and radio. These operations with the Infantry have become a regular Sunday drill custom, resulting in increased efficiency in both ground and air troops. This understanding of the problems involved in air-ground communications should materially assist the operations at summer training camp, as both Aviation and the 80th Brigade attend camp at the same time.

Lieuts. Leonard Thomas and Clifford Gard returned early March 20th for drill, having taken two ships to San Francisco several days before on a cross-country training trip. The return flight, made under poor weather conditions, necessitated an overnight stop at Fresno.

General Seth Howard, Adjutant General of California, paid this organization a gracious visit on April 3rd, remaining for lunch. On the same day, a five-ship formation, plus a camera ship, were sent on a cross-country trip of several hours to Mt. Whitney and return via Death Valley.

It is with real regret that we announce the resignation from the 115th Obs. Sqdn. of Lts. Earl Noe and Richard Hoffman. These officers, who have been with us for a considerable time, have excellent records. However, being in commercial aviation, they felt they could not attend drills regularly, as their runs kept them out of town frequently. We hope they may be back with us again.

---oOo---

GUILTY

Lieut. Paul Wolf, of Selfridge Field, erstwhile holder of the A.C. News Letter's Trophy for Literary Effort, is relinquishing said Trophy to the author of "Local Boys Make Good," appearing on page 162 of this issue.

Lieut. Wolf in assembling a string of flat cars on which to ship this Trophy to Kansas City is wondering what "hard-bitten" means (See line 29, page 162). Some of the boys who have spent a night or two at second-rate hotels while on cross-country, have an idea of the meaning.

---oOo---

Three Squash courts for use of March Field officers are in the last stages of completion, under direction of Lt. J.E. Mallory, 34th Pursuit Sqdn. The courts are floored and walled with maple, painted white and marked in red. Artificial lighting is provided for night games, and skylights give ample day lighting facilities. A large spectators' balcony, locker and shower rooms complete the building, which is a model of its kind.

In honor of the late Lieuts. Raymond Zettle and Elmer Meguire, who were recently killed in an airplane accident in the Philippines, there was an Aloha Flight on March 25th, eight Bombing planes from Luke Field escorting the Army Transport GRANT into Honolulu Harbor. The planes flew two "V" formations, each with a blank file. The formations would normally include five planes.

Jumping from a speeding plane high over Luke Field, "Poki," official mascot of the 23rd Bomb. Squadron, qualified for membership in the Catepillar Club by making a perfect landing on the Navy side of the Island. Barking happily, he was none the worse for his thrilling experience. "Poki" is a 7-month old boarhound and would rather fly than chase cats. Every morning he is at the hangar line, arriving there long before his master, Lt. Floyd E. Nelson. The dog has visited all the islands by air, so another airplane ride more or less is nothing in his life. His master arranged the parachute jump to give him a chance to get rid of that bored feeling. A chute taken from a parachute flare was adapted for the purpose and a harness tailored to fit. "Poki" will continue flying and will probably make other jumps to keep up his reputation of being the only "chutehound" in the Islands.

The 11th Photo Section, Luke Field, was kept unusually busy during February and March. Almost every clear day found one of its planes in the air. Photographic mapping, surveying and recording for the maneuvers took up the major part of this organization's flying time. Some very interesting movies of attacking destroyers and laying a smoke screen were secured, under very difficult conditions. The Section is commanded by 1st Lt. K.P. McNaughton.

Luke Field, T.H. - The work with the 13th Field Artillery and Harbor Defenses of Pearl Harbor consisted of simulated and actual fire adjustment. Searchlight tracking missions were flown for the 64th Coast Artillery (AA) and experimental flights for the purpose of target location for the Coast Artillery at long range were conducted in a specially equipped Douglas Dolphin. The experiments involve the use of some of the newest instruments developed at the Materiel Division. With the aid of these instruments, it is claimed pilots will be able to report the exact position of a target, its speed and direction. The experiments are under the direction of 2nd Lt. R.E.L. Choate. Other officers participating are Lts. O.P. Weyland, K.P. McNaughton; L.H. Tull, G.W. Peterson and E.N. Coates.

The 23d Bomb. Sqdn. carried on with its aerial gunnery schedule, completing the record firing of most of the officers. Considerable headway was made on the Communications Training prescribed, and the usual amount of formation flying, cross-country and small field practice was indulged in. It is hoped the end of the month will see the completion of the new Squadron buildings and a return to normal flying operations. - This Squadron added two more scalps to their already large string, winning the Atterbury-Mills Trophy for 1931, and the Kuntz-Moses Trophy for 1931 and 1932. Both trophies are for superiority in Inter-Squadron athletics. The 23rd placed second in the Inter-Sqdn. Swimming Meet.

The 50th Obs. Sqdn. participated in missions in cooperation with the Field Artillery and Harbor Defenses of Honolulu. One night tracking mission was flown for the 64th Coast Artillery (AA) Searchlight Batteries. Other cooperative missions were participated in, such as simulated Field Artillery Adjustments. - The Basketball season is over and everybody is getting very excited over the coming Baseball Season. The Squadron League started playing Sunday, March 20th.

72nd Bomb. Sqdn. The Department Inspector General paid his annual visit and, after his inspection, congratulated the Squadron Commander on the excellent condition of the Squadron as a whole. - During the past few months, the remainder of the old canvas tents were replaced with four-man huts. This work has been well done and was accomplished under the supervision of Tech. Sgt. F.J. Tufts.

Wheeler Field, T.H. - The 6th Pursuit Squadron changed its type of formation flying. We are now using an open formation, which puts the pilots more at ease while flying and gives them a chance to look around and see what is happening. The close formation is now used only for show purposes. Our formation has improved at least 50% since we adopted this open formation. The flights and squadron are handled with ease and with comparatively few signals.

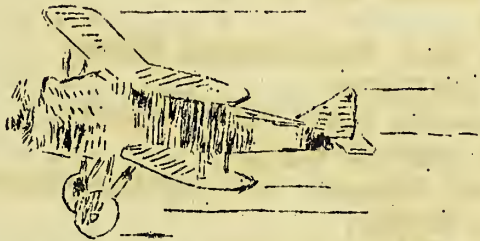
The 19th Pursuit Squadron cooperated with the 11th and 13th Field Artillery regiments in their anti-aircraft firing on towed targets. All missions were successfully performed, and the personnel participating gained valuable training and knowledge in firing on aerial targets.

The 26th Attack Squadron has been occupied with the usual tactical flying, including work as a bi-place Pursuit in close, open and extended formation. One ship has been in use every day for blind flying training, and the P-12B assigned to us was used extensively for work in acrobatics. Due to inclement weather, only one night flying problem was carried out this month.

Hawaiian Air Depot: Capt. Byron T. Burt, Jr., was relieved from the command of the Depot March 14th and assigned to Hqrs. 18th Composite Wing. Captain Carl F. Greene assumed command of the Depot in addition to his duties as Engineering Officer, Contracting and Purchasing Officer.

The Engine Repair Section overhauled 4 R-1750B, 2 SR-1340D and 1 R-1340C engines, and repaired 2 R-975E, 3 SR1340D and one V-1150. In addition, the Engine Repair completed 175 jobs on instruction slips. From Feb. 25th to March 25th, the Machine Shop and sub-departments completed 47 jobs on work orders and 319 on instruction slips.

# AIR CORPS



ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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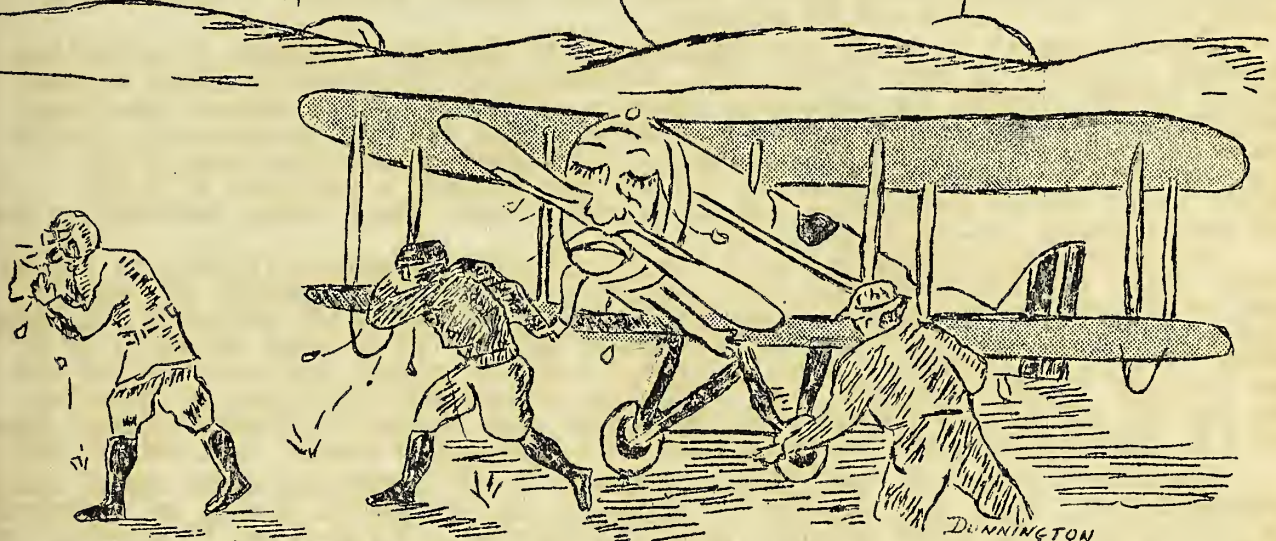
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The Chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army Reserve Corps, National Guard and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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THE OLD DeH's BECOME BUT A MEMORY



The DeHaviland airplane, the standby of the Army Air Corps for a number of years, is now but a memory. It is true that this one time "old reliable" plane, upon which America based its hopes for great achievements in the air during the World War, has not been used in service flying for several years. Nevertheless, there were a few still left of the more than a thousand which formed the backbone of the Air Corps flying equipment for a space of about six years following the close of the war. These few remaining DeH's were carried on the Air Corps inventory reports from time to time until just recently, when it was noted that the item "4 DeH airplanes" was conspicuous by its absence. These few relics of days gone by were used now and then for training purposes at the Air Corps Training Center at Randolph Field, Texas.

While no bitter tears are being shed by Army pilots over the complete obliteration of this plane of war-time vintage, nevertheless some of the veteran flyers in the Air Corps still retain some feelings of affection for the "old crate," as they were wont to call it, for quite a number of notable flying records were made with it in the early days of the Air Corps as the new combatant branch of the Regular Army.

Back in 1920, Captain St. Clair Streett, now Chief of the Flying Branch of the Materiel Division, Wright Field, Ohio, headed an expedition of four DeH's from New York to Nome, Alaska, and return - a most noteworthy accomplishment.

The late Lieut. William D. Coney, in February, 1921, flew a DH-4B plane across the continent from Rockwell Field, San Diego, Calif., to Jacksonville, Fla., a distance of 2180 miles, in 22 hours and 27 minutes actual flying time. It is interesting to note that of this distance, 1960 miles were flown at night. His average speed for the journey was 97 miles per hour.

In August, 1922, Captain W.P. Hayes, accompanied by Master Sergeant C.W. Kolinsky, flew from Kelly Field, Texas, to New Orleans, La., a distance of 560 miles, in 4½ hours, or at an average speed of slightly over 124 miles an hour.

In September, 1922, "Jimmy" Doolittle, one of America's outstanding pilots, made a one-intermediate-stop flight from Jacksonville, Florida, to San Diego, Calif., and negotiated this transcontinental air journey in 21 hours and 18 minutes. In the following year, Doolittle accomplished an outstanding cross-country flight in a DeH, equipped with an extra size gasoline tank. Flying from Dayton, Ohio, to the Pacific Coast and return, he covered a total distance of 6,765 miles between August 6th and August 14th.

The year 1923 was replete with remarkable flying achievements by Air Corps pilots, utilizing the DeH plane, the most outstanding of which was the Porto Rican Flight. An expedition of six DeH's, carrying 12 pilots, and headed by

Major Thomas G. Lanphier, successfully completed the journey by air from San Antonio, Texas, to San Juan, Porto Rico, and return, covering a distance of approximately 6,000 miles. This flight, between April 3rd and May 3rd, 1923, was made in easy stages with no attempt to break any records.

On May 26, 1923, Lieut. H.G. Crocker flew non-stop from the Gulf of Mexico to Detroit, Mich., in 11 hours and 55 minutes.

With the aid of a friendly wind, the DeH piloted by Lieut. Albert F. Hegenberger, of Hawaiian Flight fame, streaked it between Dayton, Ohio, and Langley Field, Va., February 14, 1923, at an average speed of 202 miles an hour.

Former Lieut. Harold R. Harris, in a DeH, equipped with a supercharger, reached an indicated altitude of 29,400 feet on December 13, 1923, and encountered a temperature of 29 degrees below zero.

Lieut. W.R. Peck, flying a DeH, equipped with an extra size gasoline tank, flew non-stop between Kelly Field, Texas, and Kokomo, Indiana, a distance of 1,118 miles, in 9 hours and 20 minutes.

Captain Lowell H. Smith and Lieut. John P. Richter, pioneers in refueling duration flights, on June 27-28, 1923, demonstrated the practicability of sustained flight through the refueling process. Failure of the reserve gasoline tank forced these flyers to descend after being in the air continuously for 23 hours and 48 minutes. Four months later, on October 25th, these two pilots flew non-stop from the Canadian to the Mexican border, a distance of 1,280 miles, in 12 hours, 13 minutes and 40 seconds, their plane being refueled in the air over certain pre-arranged points.

Two months subsequent to their first refueling endurance flight, on August 27-28, 1923, Captain Smith and Lieut. Richter attempted to eclipse the record then established, and succeeded admirably. With the same old reliable DeH, they flew continuously around a marked triangular course for a total duration of 37 hours, 15 minutes, 14-4/5 seconds, covered 3,296.26 miles, and established six new official world's records. Two refueling planes were utilized to transfer the gas and oil to the endurance-flying plane, one manned by Lieuts. Virgil Hine and F.W. Seifert, and the other by Capt. R.G. Ervin and Lieut. O.R. McNeel, ORC.

The late Lieut. E.H. Parksdale, on March 7, 1924, created a new speed record between Dayton, Ohio, and New York. Flying a DeH navigation plane, he traversed the distance of 575 miles between these two points in 3 hours and 53 minutes, or at an average speed of slightly over 148 miles per hour. This achievement was all the more remarkable considering the fact that considerable fog was encountered during the trip and that a favoring wind aided him only as far as Altoona, Pa.

Other notable flying achievements were credited to Air Corps pilots who flew the DeHaviland airplane and yet, any attempt to compare it with the modern day planes now supplied the Army Air Corps would simply be wasted effort.

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## MANEUVERS IN THE PHILIPPINES

The month of January was marked by the annual maneuvers of the Philippine Division. The maneuvers proper, January 19 to 21, were preceded by a period of intensive training from January 13 to 18, during which all units to and including the regiment engaged in unit exercises. The 4th Composite Group, Nichols Field, P.I., participated in both phases. The 2nd Observation Squadron moving from Nichols Field to Clark Field and later to advanced airdromes at Del Carmen, Pampanga and San Miguel, Tarlac. At the two latter fields, one flight of observation planes was attached to each of the two opposing armies, furnishing planes for contact and command missions, Infantry liaison, visual and photographic reconnaissance and for the regulation of artillery fire (simulated).

During the preliminary phase prior to the start of the actual maneuvers, the balance of the Group, consisting of the 28th Bombardment Squadron, the 3rd Pursuit Squadron, and one flight of the 2nd Observation Squadron, acting as friendly (Blue) aviation, conducted inshore and offshore reconnaissance missions to detect the approach of an enemy (Red) fleet. Such a fleet conveying a large expeditionary force was located on 14 January steaming toward Lingayen Gulf. With the fleet were two large airplane carriers. In subsequent operations contact with the enemy was maintained until he dropped anchor and proceeded to establish a beach-head. His landing operations were then attacked, and throughout the hours of darkness on two succeeding nights his fleet and transports were the targets of our bombardment aviation. A daylight attack by the latter succeeded in rendering one of the Red airplane carriers hors de combat. Pursuit aviation participated in all missions, affording special support to our bombardment and furnishing air patrols. "In spite of our best efforts," says the News Letter Correspondent, "the overwhelmingly superior numbers of Red Aviation took their toll and on January 18th the Blue Air Force had been annihilated."

At the beginning of the second phase on the morning of January 19th, the opposing ground forces had made contact. The 4th Composite Group, less one flight of Observation planes attached to the Blue forces, then functioned as Red Aviation, with the mission of assisting the advance of the Red Army by attacking the lines of communication of the Blue Army, destroying enemy shipping and by furnishing observation for our forces. Military operations of the invaders were increasingly successful, and on January 21, when the Blue defenders found themselves in full retreat, the maneuvers were terminated.

During the maneuver period, airplanes of the 4th Composite Group flew a

a total of 502 aircraft hours. That this time was well expended was attested by Major-General John L. Hines, Commanding General of the Philippine Department, who, speaking at the general critique following the cessation of hostilities, stressed the increasing importance of aircraft in modern warfare and made some very complimentary remarks anent our air operations."

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#### GENERAL PARKER INSPECTS SELFRIDGE FIELD

Major-General Frank Parker, Commanding General of the Sixth Corps Area, made his annual inspection of Selfridge Field, Mich., on Tuesday, April 12th. The General, accompanied by Captain Frank C. Peters, arrived on the post shortly before noon from Fort Wayne, Detroit, where a similar inspection had been held. Major George Brett, Commanding Officer of Selfridge Field, met General Parker at the entrance to the post and accompanied him to post headquarters, at which time a salute of 13 guns was fired for the General.

An attractive luncheon had been arranged at the Officers' Mess in honor of General Parker. The entire officer personnel of the field was present, seated by squadrons and organizations at separate tables. At the head table, to meet the General, were a number of guests prominent in all types of business in the Detroit area, and all vitally interested in aviation.

General H.C. Pratt, Commanding the Materiel Division, Wright Field, and Lieut.-Col. A.W. Robbins, Executive, Materiel Division, were forced down by bad weather in Ohio on their way to attend the luncheon.

General Parker, upon being introduced by Major Brett, talked for a few minutes on the close relationship of civilians with the military and our scheme of national defense. After he concluded, Mr. Harvey J. Campbell, Jr., of the Detroit Board of Commerce, made a few interesting remarks.

After the luncheon, General Parker first inspected the flying personnel, the airplanes, transportation and other equipment of the First Pursuit Group, which were lined up for inspection on the ramp in front of the hangars. A review and an exhibition of formation flying and tactical maneuvers had been contemplated for the benefit of General Parker and the other guests. A very severe snowstorm, however, accompanied by wind and poor visibility, made it necessary to call off all flying for the afternoon. Upon completion of the inspection on the line, the General was conducted by Major Brett through several of the new buildings throughout the post, while the other visitors were conducted by officer guides to view the new hangars and their equipment. The General and his party, as well as the other guests, showed keen interest in the part of the post establishments they were able to observe during the period of their visit.

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#### AIR CORPS OBTAINS NEW MOTION PICTURE CAMERA

For some time the Air Corps has felt the need of a small motion picture camera which would prove efficient in any position that an airplane might assume, which could be operated when necessary by remote control and which would visualize action impossible to observe from the cockpit of an airplane or from observation on the ground. Especially has it been desired to photograph the action of bombs on leaving a Pursuit plane which is in a steep dive. A 16-mm. Bell & Howell camera recently obtained is believed to fulfill these requirements.

This camera is small and compact, offering little in the way of air resistance. It is spring wound, which makes the action more positive, and takes 128 pictures per second which, when projected on the screen, supplies the slow motion so valuable in the study of any action. The speed as shown on the screen is one-eighth that of normal motion. It can take approximately eight strips of film of five seconds each with a 100-foot roll of negatives. A wide-angle lens makes possible the photographing of greater area at close range than usual with the ordinary lens. The camera may be lashed to any part of the plane. It is planned to mount it under the wing to register the effect of skis on take-offs and landings. It has been used to picture the release and attachment of tow targets in flight.

This employment of remote camera control is the first instance of its use in aerial motion picture photography in the Air Corps, and results of accurate picturization of many more mechanical operations than have ever before been obtained are anticipated.

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On April 17th and 23rd, the 1st Balloon Company Pistol Team, Fort Sill, Okla., shot a pistol match against the R.O.T.C. University of Oklahoma Team, inter-collegiate champions for the past two consecutive years, and lost both contests by a narrow margin. Sergeant Ingmundson, Balloon Company, was high man in the first match with a 271 x 300. Miller, for Oklahoma University, was high man in the second match with a 266 x 300. The score of the first match was 1250 for Oklahoma University to 1193 for the Balloon Company. In the second match, the Air Corps team scored 1245 against 1278 obtained by the University team.

## VAPOR HEATING SYSTEM FOR AIRPLANES

By the News Letter Correspondent



A cabin heating system designed and developed in the Equipment Branch at Wright Field has been accorded more than the usual amount of interest. It is a vapor system with a boiler inside an exhaust line and a radiator inside of the cabin similar to that of an automobile hot water heater. It has been called a safety heater largely because it eliminates the necessity of drawing exhaust gases or heated air that may have been contaminated by mixture with exhaust gases into the cabin, but in reality it also provides ingeniously that the pressure of the vapor in the system may not get high enough to cause rupture with attendant loss of liquid and danger to the occupants of the cabin.

The latter condition presents a more difficult problem than is ordinarily encountered in vapor heating systems because the amount of heat furnished the boiler by the exhaust gases cannot be regulated, nor can a pop valve be employed because of the limited amount of liquid that may be carried in the system. The difficulty is overcome by carrying a reservoir directly below the radiator of a capacity equal to that of the boiler. The vapor then flows from the boiler through the radiator in the usual way and leaves the radiator at the bottom, passes through a hand valve and enters the bottom of the reservoir. The condensed liquid leaves the reservoir at the bottom, passes through a hand valve and flows, since the reservoir is vented to the atmosphere by gravity back to the boiler. The control rests in the valve between the radiator and the reservoir. When so much vapor flows through the radiator that it cannot all be condensed and some of it passes out through the vent in the top of the reservoir, the valve is shut down, limiting the steam through the radiator and building up pressure in the vapor line. This pressure then acts back through the boiler and forces liquid up through the return line into the reservoir. This in turn reduces the amount of liquid in the boiler and therefore the amount of vapor that may be generated. A cold spot in the boiler sump prevents surging or "percolating" of the liquid when the boiler is nearly empty. When no heat is required the valve in the return line may be closed and all of the liquid (as vapor) forced through the radiator and trapped as liquid in the reservoir.

It may be readily seen that the pressure, in inches of fluid, in the radiator and boiler never exceeds the height of liquid between the top of the reservoir and the boiler.

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### NEW CLUB FOR BACHELOR NONCOMS. AT WHEELER FIELD

Considerable interest has been shown in the new bachelor Noncommissioned Officers' Club which recently opened at Wheeler Field, T.H. It is one of the first clubs providing living quarters, club rooms and separate mess for bachelor noncommissioned officers of the first three grades.

The building internally and externally is very attractive, being built in the same flat-roofed, stucco style as the other quarters on the post. Living quarters are occupied by 18 bachelors. The key position of Mess Sergeant and Steward is held by Sergeant Gilman H. Clark, 6th Pursuit Squadron. Reports are that the mess is excellent. At this time, a small extra charge is required of each participant, in addition to the regular ration. The belief is expressed that after the mess has been established this charge may be eliminated. Married noncommissioned officers living in the area are enabled, when they desire, to eat occasional meals in the Club, charges for which are handled in the same manner as at an Officers' Club.

The Board of Governors of this Club is planning decorations for the lounge, which they intend to furnish in stick reed. Captain Etheridge is the officer in charge of the building and mess, but Club matters are run exclusively by members. All men now living in the Club are enthusiastic about their new home and, says the News Letter Correspondent, "we hope that its success may mean more clubs of this nature for other stations."

One of the first contributions received by this Club was a complete set of photos of all General Officers of the Air Corps, past and present, together with that of the Commander of the 18th Composite Wing.

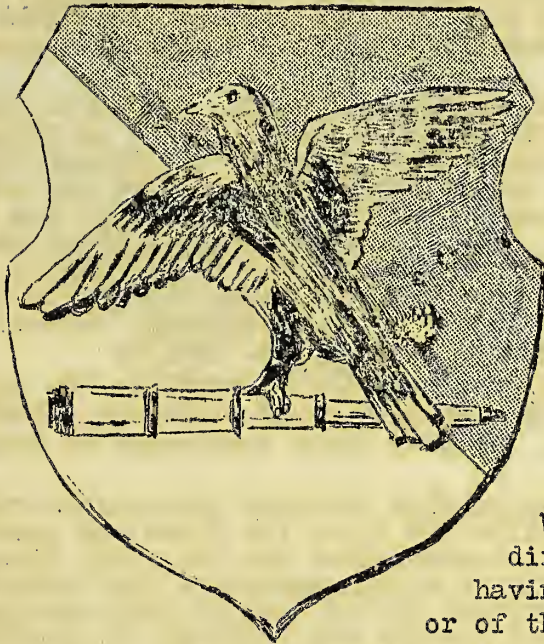
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General Benjamin D. Foulois, Chief of the Air Corps, visited Wright Field on April 18th for a conference with the Chief of the Materiel Division.



## FIELD DUTY FOR THE 15th OBSERVATION SQUADRON

Field activities promise to keep the personnel of the 15th Observation Squadron, Scott Field, Ill., on the jump, beginning on May 13th, when a large portion of the organization was scheduled to move to Camp Custer, Battle Creek, Mich.



The two weeks' stay at Camp Custer will be of a three-fold nature. It will give the Squadron its required two weeks of field duty; the organization will participate in the annual command post exercises of the Sixth Corps Area, and Major-General Frank Parker, Corps Commander, will conduct the annual tactical inspection of the outfit. In addition to the regular missions to be performed by the Squadron, a number of officers will be afforded an opportunity to receive training in staff duties. Captain Wolcott P. Hayes, Commanding Officer, will direct the Squadron activities in addition to having staff duties and being an assistant director of the problem. First Lieut. Frederick A. Johnson will be Air Officer for the 1st Corps, and 2nd Lieut.

Edgar A. Sirmyer, Jr., has a similar position with one of the divisions. In addition to these, several other officers will act as assistants to the various Air Officers, and it is expected that all of the regular officers with the Squadron will get some staff work.

In addition to the 15th Squadron officers, two lighter-than-air officers from Scott Field will have staff positions. Major Norman W. Peek will act as a Corps Air Officer and Captain Douglas Johnston will be Air Officer for the Army.

Following the maneuvers, which close on May 28th, the personnel and airplanes of the Squadron will proceed at once to Camp Skeel, Oscoda, Michigan, for the annual gunnery practice. With at least 25 pilots to fire both front and rear guns, the three following weeks should see plenty of activity with the machine guns.

The Squadron is due back at Scott Field for a short four-day stay on June 20 and then proceeds on the 24th to Chicago to take part in the big military relief program. This will keep the squadron planes busy until July 4th, and then the following days the planes will be put into use for the annual Reserve Officers' Training Camp at Scott Field. The Reserve Officers check in at Scott Field for the period July 3rd to 16th.

The Reserve Camp training closes the activities in which the entire squadron takes part, but there are numerous other missions which will keep planes of the organization on tactical missions until sometime in September. One airplane is now at Fort Sheridan for two weeks of tow-target work at that station and at Milwaukee. Beginning July 1st, three airplanes will be at Fort Sheridan for a full two months on this same work. They will tow targets for the Regular Army, Reserves and the ROTC, for the purpose of tracking, searchlight practice and firing with both anti-aircraft artillery and machine guns.

Other summer missions include the sending of two planes to the 5th Corps Area Reserve Camp at Indianapolis from August 14th to 27th and several artillery missions at Camp McCoy, Sparta, Wis., with the Regular Army troops and the Reserves. With this full schedule for the summer and with the loss of about ten Reserve officer pilots on June 30th, the remainder of the Squadron will probably be ready for a complete overhaul by the time September arrives.

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The Secretary of War has designated Major-General Benjamin D. Foulois, Chief of the Air Corps, as the Air Corps Member of the Division of Federal Relations of the National Research Council, vice Major Henry W. Harms, Air Corps, relieved, the latter now being stationed in the Philippines.

The Division of Federal Relations, as organized under the President's Executive Order establishing the National Research Council, is made up of representatives of the Government Bureaus having to do with or actually using scientific research in the natural sciences.

## THE USE OF OXYGEN IN HIGH ALTITUDE FLYING



EXCERPTS from a report made by Major Irwin B. March, Medical Corps, Flight Surgeon at Crissy Field, Presidio of San Francisco, Calif., were forwarded by the News Letter Correspondent in the belief that the information will be interesting and informative to Air Corps personnel in general. Major March states:

"On January 22, this year, Captain Albert W. Stevens, Air Corps, and Lieut. J.F. Philips, C.E., while on temporary duty at Crissy Field, on photographic work, were in the air for eight hours and two minutes continuous flying. About two hours of this time was spent at twenty-three thousand feet and one hour at between twenty and twenty-three thousand, and the remainder of the time at an average of about five thousand feet. Both pilots took off without breakfast and had only three soda crackers each to eat during the entire flight. At six o'clock that evening I examined both pilots and found them physically normal. Their ocular muscle balance, visual acuity, depth perception, nervous reaction, blood pressure and pulse rate were all within normal limits.

Captain Stevens recorded blood pressure: systolic 130 - diastolic 84, pulse rate 64 minute, sitting. Lieutenant Philips recorded blood pressure: systolic 114 - diastolic 84, pulse rate 64 sitting. Neither pilot complained of fatigue or nervous symptoms.

Captain Stevens stated that on a previous high altitude photographic mission two years ago, he and Lieutenant J.D. Corkille had flown for three and one-half to four hours at an altitude of twenty-one thousand feet and for about three hours at a lower altitude, and both had eaten a normal amount of food before the flight. Upon landing that time, Captain Stevens stated that he felt somewhat weak or fatigued and wanted to rest but felt nervous and restless and couldn't rest. He had taken his own pulse rate and found it to be over 90 to the minute. Lieutenant Corkille, who was pilot on the flight, complained of the same symptoms.

The difference in the symptoms experienced by Captain Stevens and the other pilots on the two flights is believed to be due to the different manner in which oxygen was taken and in the amount of oxygen taken by each flyer. On the flight of January 22, 1932, Captain Stevens stated that they had an ample supply of oxygen and began taking it at about eight thousand feet altitude and continued to take oxygen until below ten thousand feet on the descent, while on the flight two years ago they did not have as much oxygen with them and were compelled to take it sparingly during the entire flight.

The experience of Captain Stevens and the two other Air Corps officers on these two flights emphasizes the importance of an ample supply of oxygen on high altitude flights, and, if the full and more lasting benefits of oxygen are to be obtained under similar circumstances, these experiences indicate the use of oxygen early in the flight, that is, before higher altitudes are reached, and its continued use until lower altitudes are again reached."

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### MASSACHUSETTS AERONAUTIC OFFICIAL PASSES AWAY

First Lieut. Robert L. O'Brien, State Supervisor of Aeronautics in Massachusetts, National Guard and Reserve officer, passed away after an illness of several months, dating from a severe cold contracted while at a training camp with the 101st Observation Squadron, Massachusetts National Guard, last summer.

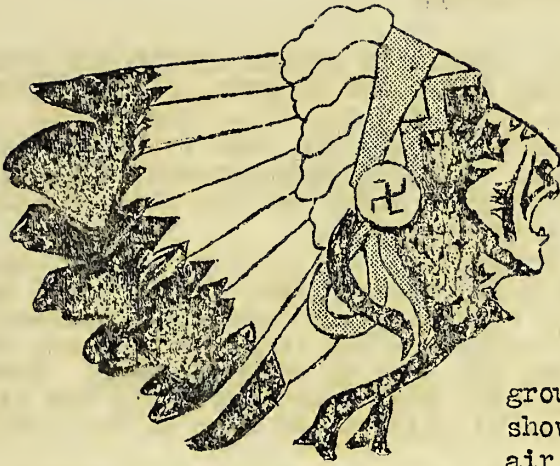
On April 22nd, a military funeral was accorded this popular officer, with National Guard and Reserve officers as honorary pall bearers. The entire squadron turned out to render appropriate honors, and their volunteer band played the necessary dirges. After services in St. John The Evangelist Church in Winthrop, Mass., where Lieut. O'Brien lived with his wife and seven-year old boy Robert, Jr., the cavalcade proceeded to the other side of Boston where the interment was held at St. Joseph's cemetery, West Roxbury.

During the procession to the church from his home, and during the services at the grave (which were conducted by Father John Sullivan, of New York, who flew to Boston for the occasion), a squadron of planes flew a blank file formation overhead, led by Lieut. Crawford Hollidge, Massachusetts National Guard, and with Captain Glenn Salisbury representing the Reserves and Regular Army.

Lieut. O'Brien was born in Boston, March 11, 1896. He went to Boston College Prep., then to Boston College, graduating with an A.B. degree in June, 1917. He then enlisted at once in the Marine Corps, and was stationed at Paris Island and later at Quantico. In October, 1917, he transferred to the Army Air Service, and received his ground training at the Massachusetts Institute of Technology, and his flying training at Park Field, Tenn. He obtained his commission, and after the war returned to Boston, where he became an inspector in the Motor Vehicle Registry. When the Aviation Department was established, he obtained the position, due to his fine abilities and his connection with the Reserve Corps where he continued his flying. Within the last three years he studied at a night school and obtained an LL.B. from Northeastern College. He also had flown commercially.

All who came in contact with Lieut. O'Brien, officially or otherwise, admired him, and his loss is keenly felt.

## HEAP BIG "INJUN" ON FLOWER BED



an invitation to "take a look when you fly over."

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During the new construction at Selfridge Field, Mich., space was designed in rear of the hangars of the 94th Pursuit Squadron for flower beds. It turned out to be rather a problem to find flowers which would look good during any length of time in this climate. Here is the way it ended - Master Sergeant Simmons with several good men came through in a pinch and laid out the 94th Squadron Indian Head insignia in colored stones on a sloping bank of ground. The entire design, outlined with grass, shows up exceptionally well, especially in the air, and the Correspondent of the 94th extends

## RADIO WORK IN HAWAII

A total of 22 enlisted men completed the course of extensive study of 24 weeks in the School of Radio in the Hawaiian Department recently. Lieut. Robert E.L. Choate was Director of the School, and Private Charles G. Archer, Instructor. Twenty-six men enrolled in the course at its commencement six months ago, and the small number dropped indicates the thoroughness of the instruction and the ability of the students. Combining theory and practice on standard equipment and operating methods, these classes furnish the trained operators and mechanics which operate and maintain the Air Corps' radio nets.

Two hours a day of class time was given to code practice, and the class has attained an average speed of 18 words per minute. An elaborate installation of code practice equipment enabled the instructor to send to the whole class at one time, each man having individual receiving equipment. Lectures and class recitals were alternated with laboratory and shop work, and during the last few weeks of the course the school was literally moved into the field. Student-mechanics made actual service installations of transmitters and receivers in Air Corps planes, and student-operators received practice in the handling of messages under usual operating conditions.

During the recent maneuvers in Hawaii, 13 students were sent to outlying stations after only 12 weeks of training, and these men successfully kept their stations in operation, handling a large number of important messages with commendable efficiency. Three picked students were employed as aerial observers and had a vital part in reporting the movements of the "attacking" fleet. Receivers were connected to the incoming code table to allow the remainder of the students to obtain practice copying difficult signals through interference and under conditions similar to those that may be expected in case of actual combat.


All officers who have had any experience with these men have been enthusiastic in praise of their efficiency. The instructor, Private Archer, has had eight years of varied experience in all phases of radio communication and mechanics, and is a graduate of the Signal Corps at Fort Monmouth, N.J., and the Air Corps Technical School at Chanute Field, Rantoul, Ill.

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A meeting of a Board of Officers was called at Wright Field on April 18th for the purpose of examining and testing the YO-31A, YO-40 and YO-35 airplanes and submitting recommendations as to their suitability for the purposes for which they were designed. The following officers served: Major A.N. Duncan and Lieut. Newton Longfellow, Office Chief of the Air Corps; Captains Geo. C. Kenny, Langley Field; W.S. Gravely, Brooks Field; H.W. Holden, Scott Field; F.W. Evans, Mitchel Field; J.G. Taylor and Lieuts. J.A. Woodruff and John Whitely, Wright Field.

Cpts. Albert F. Hegenberger and Clements McMullen, granted leave from their duties to attend the meeting of Transoceanic International Fliers (May 22-30 in Rome, Italy) recently sailed on the ROMA. That their experience will be profitable and interesting goes without saying.

CATERPILLAR NO. 454 INITIATED  
By the News Letter Correspondent



Saturday afternoon, April 30th, your correspondent was watching Lieut. John H. Patterson, Air Corps Reserve, who is attached to a Pursuit squadron at Langley Field, Va., flying his Boeing Pursuit. Lieut. Patterson, who had been visiting his parents in Dorchester, Mass., while on cross-country flight, was preparing to return to Langley Field and had put his ship through one or two simple maneuvers.



Your correspondent was interested in a spin which was started at an altitude of about 4,000 feet. After ten turns of normal type, the ship suddenly tightened the spin and a decided whip could be seen to each turn. On the 14th turn a black object appeared to hurtle from the ship in an upward arc. None of us at the field (Boston Airport) realized what the object was until the slender white line of the chute snaked out behind the object, and then it was realized that Lieut. Patterson had bailed out.

The plane, after a turn more, straightened and dove with high speed into the muddy flats nearly a mile and a half from the airport. It was a total wash-out. Lieut. Patterson drifted inland, landing in a street near Orient Heights section of Boston.

Army, National Guard and Reserve flyers who witnessed the accident were loud in their praise of Lieut. Patterson's courage in sticking with the plane so long before bailing out. He had fought to bring the plane out of the spin from the second turn on. He finally bailed out after all methods had failed - and he had reached 2000 ft. altitude with the ship tightening into the most wicked spin your correspondent has witnessed. Even after bailing out, Lieut. Patterson's first thought was of his plane. Noting where it hit, he tried to slip his chute to effect a landing on the beach near the scene, but the wind was so strong it carried him by, and then he had to work the shroud lines to avoid landing on housetops. He suffered only a scratch on his chin.

Ed. Note: According to Lieut. Patterson's official report, he reported at the Boston Airport about 3:30 p.m., Saturday, April 30, 1932, for the purpose of testing his ship. "The reason for this," he stated, "was that the left wing flying wires had been violently vibrating as I was approaching Boston the previous day, coming up from Langley Field, Va. A mechanic had tightened them and I wanted to be sure the ship was alright before starting back to Langley Field on the following day.

The Commanding Officer authorized this flight and I took off at 3:50 p.m., after having the auxiliary tank removed. I could not notice any vibration except while gliding. I climbed to about 4,000 feet, two miles northeast of the airport, and attempted a 'falling leaf.' The ship fell into a tight inside spin to the left. I immediately tried to bring it out but there was no response to the controls. I tried every way - reversing the controls, gave the motor a few bursts, but it kept on spinning. I then climbed out over the left side, was thrown clear, pulled the rip cord and landed safely. The Commanding Officer of the Air Corps Detachment at Boston said my ship had made fourteen turns before I left it. I jumped at about 800 to 1,000 feet.

Had hard time getting out of cockpit. After climbing half way out I was thrown the rest of the way. Then started to find rip cord ring. Didn't have much trouble doing this, even though I was turning over. Parachute opened immediately. Heard ship crash immediately after parachute opened. Was more nervous after landing than during jump."

Lieut. Patterson at the present time is at the bottom of the list of Caterpillar Club members - No. 454.

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#### TACTICAL SCHOOL PERSONNEL VISIT WRIGHT FIELD

Thirty-two airplanes, bearing approximately 52 officers of the Tactical School, its faculty, and staff of Maxwell Field, arrived at Wright Field on May 16th for a three-day visit. On the following day, General Pratt opened ceremonies by delivering an address in the auditorium. This was followed by a brief discussion of the engineering program by Major Howard, Chief of Engineering. Visits by sections to the different engineering branches for a closer study of the work being carried on in each was then undertaken. On May 18th, the early part of the day was devoted to a visit to the Flight Test branches and the hangars. Later the groups departed for Patterson Field for a visit to that arm of the Materiel Division. In charge of the various inspection groups were Capt. Bayard Johnson, Lieuts. John Whitely, C.S. Thorpe, R.J. Minty and H.P. Rush, all of Wright Field. Among those from Maxwell Field who were formerly stationed at Wright Field or McCook Field and who were warmly welcomed for old association's sake were: Majors D.C. Emmons, W.H. Crom, F.M. Kennedy, O.P. Echols, A.H. Gilkeson, J.F. Curry, Capt. Robert Kauch and Lieut. E.R. McReynolds. Major Curry, Commanding Officer of Maxwell Field, was formerly Commanding Officer of McCook Field.



The Squadron insignia of the 75th Service Squadron, stationed at Wheeler Field, T.H., was recently returned from the War Department, approved, and a description follows: On an equilateral triangle, with one point down or charged with a hurte supercharged with a man's naked demi-body faceter dexter, left arm elevated, holding in his hand a single seater Pursuit plane, right arm embowed and inverted, holding in his hand a double-end hexagon wrench, all proper. The colors in blue and gold are those of the Air Corps. The human figure representative of the force of the Service Squadron to maintain flying equipment.

#### MATHER FIELD PERSONNEL PLEASSED WITH TACTICAL INSPECTION

"Tired but happy" is the feeling of all the personnel of Mather Field these days. The annual tactical inspection for 1932 is a thing of the past. For weeks everyone at Mather Field from the Commanding Officer to the newest recruit had been busy in preparation for the annual event. When the day arrived, all equipment as well as personnel was spotless. Judging from the remarks made to the officers by the Commanding General, he was quite pleased with the appearance and performance of the 20th Pursuit Group. A fine tribute was paid Major Tinker by Major-General Craig, and we are all proud to think we had a little to do with the whole thing. A job well done is a grand and glorious feeling, and we are all glad that it is all over and that it turned out successfully.

The exercises for the inspection consisted of a Pursuit-Bombardment problem. The Bombers were furnished by March Field. They left their home station at four o'clock in the morning and were supposed to have bombed Mather Field. However, after fighting headwinds for over five hours they were quite relieved as well as surprised to see the 55th Pursuit Squadron from Mather Field suddenly attack from above. They did not argue but were only too glad to consider they were shot down so they might land. The Bombers brought along some protection in the form of the 95th Pursuit Squadron, and this outfit and the 77th Pursuit Squadron from Mather Field engaged in combat at 20,000 feet. Although the 95th Squadron claim victory over the 77th Squadron, Mather Field was the victor, as the "destruction" of the Bombers was the primary mission.

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#### A ROUGH FREE BALLOON FLIGHT

Captain Neal Creighton, pilot, and 1st Lieut. J.P. Kirkendall, aide, stationed at Fort Sill, Okla., recently participated in a free balloon flight, using a 19,000 cubic foot free balloon. They took off at 7:45 a.m., in a northerly wind, and made a flight of approximately two hours' duration, landing eighty miles from the starting point. The balloon encountered high winds throughout the flight, and the landing was made in a forty-five mile ground wind. When the basket hit the ground in landing, the impact threw both Captain Creighton and Lieut. Kirkendall out. The former suffered a broken left collar bone and abrasions, and the latter sustained minor cuts and bruises.

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The 36th Pursuit Squadron, Selfridge Field, finally received a full nine of the new two-seater Pursuit ships manufactured by the Berliner-Joyce Co. This allows the Squadron to begin test and experimentation upon the usefulness of the two-seater in earnest. Those pilots of the Squadron not equipped with B-J's are flying Boeing P-12D's.

**T**HAT portion of Kelly Field, Texas, where the Observation Section of the Advanced Flying School holds forth, was recently the scene of a most unusual incident. A crowd of student flyers and enlisted men were gathered in a circle, their eyes riveted on two writhing objects on the ground. Some of the more excitable of the spectators were dancing around and wildly waving their arms, while others were giving shouts of encouragement. Evidently a battle of some kind was waging fast and furious and, as it turned out, a most unusual battle it was.

"Come on, you Rattler! Give him the works!" shouted one of the excited onlookers.

"Bit his head off, Kingy!" was the advice of another. "I've got my pile on you."

"Get a toe hold on him, Rattles old boy!" piped forth a mechanic, who was executing a war dance in his excitement.

"Squeeze him, Kingy old top! Squeeze him!" pleaded a Flying Cadet. "Baby needs a pair of new shoes!"

These and various other shouts and pleadings tended to swell the crowd of interested and eager onlookers. Meanwhile, the strange battle on the ground between a rattle snake and a king snake was being fought with grim determination.

When first found, the two snakes were closely entwined, and the king snake had a death grip on the head of the rattle snake. After some fifteen minutes of combat, the king snake succeeded in killing the rattler. He then swallowed his erstwhile adversary, bones and all, and happily went on his way.

There was no need for any decision from the judges and referee as to the outcome of this bout. No information is at hand as to whether the king snake is a lineal descendant of Aaron's rod which Moses transformed into a serpent and which swallowed the serpents created by Pharaoh's magicians at the time these two patriarchs of ancient times were pleading for the release of the Israelites.

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Recently Lieut. A.R. Kingham succeeded in getting himself in the spot light as well as in the Mather Field "dog house." It seems that he went on a cross-country to Colusa. Just what the purpose of this trip was is not known, but it is known that he became so busily engaged that it never occurred to him to wire his home station. Along late in the afternoon a plane was sent out to locate this belated pilot, who finally arrived just before dark. As a result of his forgetfulness or whatever prevented him from sending a wire, Lieut. Kingham does no individual flying for one month.

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The Cooks and Bakers School at Corozal, Panama Canal Zone, had just received its finest compliment and expression of appreciation. On April 1st, Captain Roderick W. Ott of France Field matriculated at the said school, and on April 30th graduated "cum laude." Mrs. Ott was so pleased with the thoroughness of the course of instruction that her husband had taken that she immediately gave up the management of her household to him and departed on a two months' vacation to visit with her parents in San Antonio. "For the sake of her peace of mind and the safety of her children," says the News Letter Correspondent, "we all hope that her confidence is justified."

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The First Pursuit Group Operations Office recently received a concise and laconic telegram which was almost too concise and laconic to be intelligible. Lieut. McDonald, sender of the telegram, had evidently been so well instructed in the virtues of conciseness in official correspondence that he apparently tried to tell a story of book length in ten words, and thereby keep down the government's telegraph bill.

Lieut. McDonald left Selfridge Field in a P-6E airplane on a mission of cross-country training. The next word from him from Fortsmouth, Ohio, was a wire reading as follows:

"ARRIVED THREE FORTY FIVE NEED NEW WINGS CAN FLY TO FAIRFIELD OR HOME OK ANY ORDERS.

McDONALD."

While aid was being rushed to Lieut. McDonald, speculation was rife at Selfridge Field as to just what happened to cause his flight to end so unhappily, also what was the status of plane and pilot. Careful reading of the telegram revealed that there could be grounds for several different schools of thought as to the proper interpretation of the message. One guess is as good as another.

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Captain Joseph A. (Smoky Joe) Wilson recently returned to his command at the Boston Airport after a Mediterranean cruise of many weeks. It is rumored that he took the controls of a "ship" of the desert. It proved to be rather unstable and "bumpy."

# Gunnery and Bombing

The 12th Observation Group at Brooks Field, San Antonio, Texas, under the command of Major Frank D. Lackland, began annual gunnery, bombing and field exercises at Bayside Beach, near Port Lavaca, Texas, on April 1st, and continued same through May 15th. The camp site is an ideal location, situated about 135 miles from Brooks Field, and was used by the 12th Observation Squadron last year. Each of the three tactical squadrons of the Group was scheduled to spend two weeks at the camp.

The entire supply of the camp was maintained by transports of the Service Squadrons, a daily schedule of one plane in a round trip being maintained. To care for emergencies, such as sickness, accidents, etc., one transport remained at the gunnery camp. The personnel of the Service Squadron maintained and operated all transports at the gunnery camp.

All communication from Bayside Beach was conducted by the communications section of the squadron in the field and the Group communications section at the post. A continuous schedule was maintained daily, at one-half hour periods, until 7:30 p.m. In addition to the messages incident to the camp, the communications section furnished all weather reports. Through arrangement with the Weather Bureau at San Antonio, storm warnings on the coast were furnished Brooks Field for communication to the camp.

The radio sets which are part of the equipment of the communications section of each squadron are credited with having a maximum range of 75 miles. It is interesting to note that no trouble at all was experienced in communicating from the camp to the post station, a distance of 135 miles - almost double the maximum range of these sets.

The Group Commander, Major Frank D. Lackland, made frequent trips to the gunnery camp and expressed himself as being well pleased not only with the progress of the gunnery but with the functions of the various sections of the squadrons and the general condition and functioning of all the activities at the camp. He was especially pleased with the excellent operation and maintenance of the crew of the transports on whose successful operation the entire supply of the camp depended.

The Armament Sections of the two Squadrons, the 22nd and 12th Observation, that have already fired, are deserving of a great deal of credit, for on their work to a large extent depended the smooth operation of the gunnery.

One of the arduous jobs in connection with the gunnery camp rested upon the shoulders of 2nd Lieut. James E. Darby, Air Reserve, who was designated as Camp Liaison Officer at the field. All communications for supplies of all sorts came to him, and upon him fell the full responsibility of securing whatever the camp required.

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The Third Pursuit Squadron, stationed at Clark Field, Pampanga, P.I., which is now composed of sixteen pilots, had a very busy time during March, the flying activities comprising gunnery and bombing, night flying, combat, performance flights, attacks on formations, radio practice, and other routine training missions. The following officers completed their annual gunnery and bombing training, with scores as listed after their respective names:

	Ground Targets	Towed Targets	Low Altitude Bombing	Total	Qualification
Capt. Hornsby	785	216	211	1212	Expert
Lieut. Hardy	840	46	199	1085	"
Lieut. Gregg	766	47	194	1007	"
Capt. Ellis	699	5	212	916	"
Lieut. Hawkins	663	58	187	908	"
Lieut. Murphy	451	115	174	740	Sharpshooter

Owing to the fact that Clark Field is situated on the slope of a mountain range and the air is quite rough for ground-target firing, it is necessary to fire as much of the course as possible immediately after daybreak in order to avoid this handicap.

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The 55th and 77th Pursuit Squadrons at Mather Field, Calif., recently indulged in a competitive gunnery match. A gusty 20-mile an hour wind greeted the teams on the morning of the match and made shooting very difficult. The rough air eliminated all chance of turning in good scores and both teams were working under the same handicap. With the exception of one man, nobody had previously fired the new P-12E airplanes.

The 55th Squadron team, composed of Lieuts. Marshall E. Roth, John Kroeger and Melie Coutlee, won the match by 201 points, the scores being 1564 to 1363. The members of the 77th Squadron team were Lieuts. Joseph G. Hopkins, Franklin Shroyer and Philo Rasmussen. Lieuts. Kroger and Roth turned in the high scores for the 55th, while Lieut. Shroyer held the high score for the 77th Squadron. Lieut. Kroger was high point man with a score of 600. This gunnery competition

was well attended by civilians from adjoining towns. Local photographers were on the job and pictures of the officers partaking in the match appeared in the papers. From the civilian standpoint, the match was a success, inasmuch as it gave people their first opportunity to see the methods and tactics of pursuit ground gunnery. From the point of view of the officers of Mather Field, the match was disappointing. The highest score made during the match was lower than the average of either Squadron. It is planned to have more matches of this kind in the near future, as it tends to stimulate competition among the organizations.

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#### MORE ABOUT TRAPPING MOSQUITOES DURING AIRPLANE FLIGHTS

Mention was made in the last issue of the News Letter of a project under way in Hawaii of trapping mosquitoes in airplane flights in order to determine what insects reach the Honolulu area from the windward side of the Island of Oahu. Further developments in this war on the mosquito are related by the News Letter Correspondent, as follows:

"The Hawaiian Air Depot at the present time is busy working on a device to be installed on an airplane for the purpose of catching mosquitoes, which consists of a box-like magazine fitted with 10 slides, each covered with fine wire mesh, the wire mesh being coated with a solution of resin in castor oil, and the entire outfit mounted on the nose of a Bomber. The plot of the piece seems to be the exposure in turn, and at a given time and place, of each slide with its nice coating of resin and castor oil. The airplane, once so proud and haughty, is used to propel the slides, so to speak.

After each slide is examined, so great are the powers of observation of the Government entomologists, we are told, that not only is each and every mosquito counted, its species determined, its age and sex noted, but, believe it or not, these scientists will ascertain whether, at the time it met up with the airplane, the mosquito was going toward Honolulu or coming away from Honolulu, or just hanging around. Seems like prying a long way into the private lives and habits of a number of critters, but the fact remains, if we may be so bold as to state, that there are a ----- lot of mosquitoes in and around Honolulu just at present. "Unusual," we are told - something like the cold spell of 1920, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31 at Riverside, Calif."

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#### DEATH OF LIEUT. RICHARD CRABBS, AIR RESERVE

On the afternoon of May 15th, Selfridge Field was shocked to learn of the death, near Davenport, Iowa, of 2nd Lieut. Richard Crabbs, Air Reserve. This officer had left the day before on an individual navigation training flight from Selfridge Field to Davenport. On May 15th, he started to return, but shortly following his take-off from the airport his plane went into a spin from which he could not recover. He was killed instantly.

Lieut. Crabbs was born in Brooklyn, N.Y., December 4, 1906. He was educated there and at the University of Illinois. He graduated from the Air Corps Advanced Flying School at Kelly Field, Texas, in June, 1931, and was assigned to one year's active duty with a tactical organization. He reported at Selfridge Field in July and was attached for duty with the 17th Pursuit Squadron. He served with much credit with this organization until the time of his death.

The loss of this promising young officer is felt deeply not only by his own organization but the entire command at Selfridge Field.

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#### PURSUITERS PARTICIPATE IN COMBAT MANEUVERS AT MILWAUKEE

"E" Flight of the 17th Pursuit Squadron, Selfridge Field, Mich., led by Lt. D.L. Futt, flew six of the new fast P-6B single-seater Pursuit ships on May 5th to Milwaukee. In accordance with orders issued from Corps Area Headquarters, the flight established its headquarters at the Milwaukee County Airport and prepared to take part in the Annual Combat Maneuvers held at Milwaukee by Reserve and National Guard units of Wisconsin and Illinois.

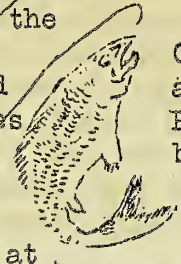
Unfortunately, the weather at Milwaukee proved poor during the entire three-day stay there, curtailing activities considerably. On the evening of May 5th, a demonstration flight, in which formation combat tactics were flown, was witnessed by a very large crowd of civilians as well as military personnel, and they were thrilled at the maneuverings of the six ships and of the National Guard aviation units which also took part. Extremely poor visibility prevented the scheduled combined maneuver of all the ground and air units for May 6th.

The personnel of the flight returned to Selfridge Field with very pleasant memories of the welcome extended to them by the citizens of Milwaukee. Nothing was left undone in a social way to make their stay pleasant and to give them the best possible impression of the friendliness and hospitality of the Wisconsin city.

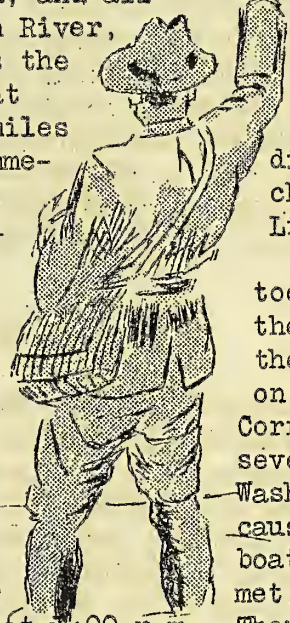


## A FISH STORY FROM PANAMA

During the brief stay of Lieut.-Colonel Frank M. Andrews in Panama, after leading an expedition of five planes (3 Bombers and 2 Amphibians) which were ferried from the United States to the Canal Zone, Major Lewis H. Brereton, Commanding Officer of France Field, has occasion to assist him in his cherished ambition to land a tarpon. Several previous expeditions to the Chagres River in hopes of catching one had resulted in zero tarpon and beaucoup sunburn. A party was gotten together, consisting of Col. Andrews, Major Brereton, Lieuts. Rice, Studeman, and Staff Sgt. Sadler of the 7th Observation Squadron, and in due time arrived at Almirante Bay. Almirante is on the Atlantic side and about 175 miles west of the Zone.



The party were the guests of the United Fruit Company at the "Banana Club" for luncheon and, although the manager, Mr. Adams, was absent, the hospitality offered by the remaining staff was all that could be desired. After luncheon, a supply of provisions was procured, and all boarded the local "scooter" and were carried to the San San River, where they were met by three outboard motor boats. As soon as the boats were loaded, they shoved off down the river and landed at the cabin down, of the employees of the United Fruit Company, ten miles where they immediately checked showed Lieut.



Colonel Andrews and Studeman had each brought a fifty pounder to gaff. The Colonel was justly proud of his prize and of delight in giving such little bits of advice to the less fortunate as is the joy of all fishermen of spirit - advice probably having come from the same friends on his more barren days. "We trust," says the News Letter Correspondent, "that the fifty pounder has not grown to sixty, seventy or eighty pounds since the Colonel's arrival in Washington, as so many fish have been known to do. A heavy rain caused the fishing to be called off in the morning and the boats were loaded for the trip back up the river. The scooter met them, and all were back in the "Banana Club" for lunch again at 1:00 p.m. Then the trip was started for home.

That is about all there is to the story except the actual battle with the fish, and, not caring to take any of the Colonel's rightful pleasure from him, we shall end here."

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## BEATING THE INSPECTOR GENERAL TO IT

"Running down rabbits in an automobile is nothing new," says the Mather Field Correspondent, "but the sight of a General in his car chasing a Second Lieutenant on foot down the road is not so common." He then goes on to say: "The above actually happened on the morning of our Annual Tactical Inspection. This peculiar phenomena came about in the following manner. The officers were ready to line up in front of their ships for the inspection when Lieut. Losey suddenly realized that his leather jacket was locked up in the paint house undergoing repairs along artistic lines.

Inasmuch as that particular jacket was a part of the required uniform for morning inspection, Lieut. Losey all at once became very much worried. The only solution was to obtain another jacket - the nearest available one being in the Bachelor Officers' quarters some distance away. Consequently, the particular one concerned decided upon a marathon in the general direction of the much coveted jacket and at once departed on foot at high speed. Realizing that the time of the Inspector General's arrival was at hand, the remaining officers took their places by their planes. The sight next afforded to the eyes of the waiting pilots is something not often seen.

Down the road came the General in his car, accompanied by Majors, Captains, etc., but out in front, scarcely ten feet in advance and on foot came a much excited second lieutenant wildly waving his arms in a vain attempt to do the century in less than ten flat and at the same time don a leather jacket. Just how Lieut. Losey kept ahead of the Inspector's car we do not know, but he proba-

bly was spurred to super strength by the thought of what would happen to him if he were not in his place when the Inspector passed by. At any rate, the General did not make any mention of a certain perspiring and puffing young pilot as he stood out in front of his plane in correct dress and position during the inspection. He was probably thinking about those numerous suppressed grins he saw on the faces of others as they tried to appear dignified and at the same time recall the comical sight they had witnessed only a few seconds before. Whether or not it is in training for such another similar event we do not know, but in the afternoons of late we have seen Lieut. Losey in his track suit running the limits of the post. If such another event does transpire, we wish Lieut. Losey all the success that he had the first time."

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#### DEPRESSION HITS FLYING CADET

Flying Cadet Louis R. Hughes, attending the Advanced Flying School at Kelly Field, Texas, when returning from a cross-country flight from San Angelo the other day, was forced to land at San Marcos, Texas, for gasoline and, being in the usual financial condition of a Flying Cadet, he was broke and hungry. The Station Supply Officer at Kelly Field gnashed his teeth and swore many an oath upon receiving a Government invoice taken from the cross-country envelope, from which it appears that Cadet Hughes had serviced his LB-5 airplane with one ham sandwich and a bottle of milk purchased from the City Cafe.

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#### LOSES RANDOLPH FIELD ON HIS FIRST SOLO FLIGHT

Randolph Field may seem a big place to some people, but to Su Lee Change, Chinese student at the Primary Flying School, on his first solo flight, it became a needle in a haystack. He took off from Randolph Field early in the morning on his first flight alone with every intention of circling the field and landing. Instead, he came down at Kelly Field an hour and a half later just as the last drop of gasoline in his airplane was exhausted.

At Kelly Field he admitted that Randolph Field mysteriously disappeared after he took off. For an hour and a half he searched for the flying field and San Antonio and, finding himself over a lake and river, picked up a highway which led him to San Antonio. As he approached the city, he saw two airplanes and followed them. They landed and he followed them down to learn that it was Kelly Field. It was his first visit there. Asked about his fuel supply (he was flying a ship that carried only sufficient gas for two hours with the tanks full), he replied that the motor was working fine but suggested the gas be checked. Examination revealed that the last drop of gas was gone.

Change was unwilling to take off for Randolph Field alone after his ship had been refueled, for fear he might not be able to find it, so a Kelly Field plane was sent along to lead the way.

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#### MATHER FIELD AS A PICNIC GROUND

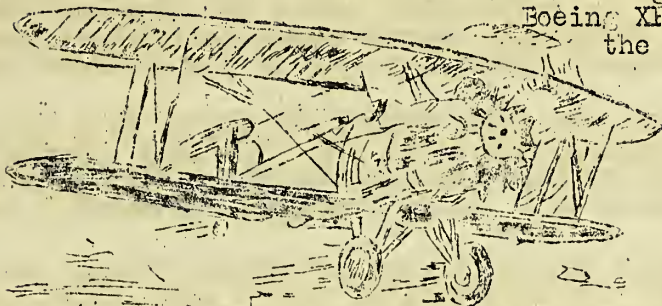
Mather Field, near Sacramento, Calif., is a picnic ground. So think quite a few civilians, who bring their lunch along and proceed to spread it out on the ground and enjoy themselves. They might have finished unmolested had they not decided to eat within a few feet of the Commanding Officer's quarters. As a result, the Officer of the Day was called upon to present his authority and ask that the picnickers picnic some other place. Just why Mather Field should be considered a proper place for a picnic has not been determined, unless it is due to the fact that the California Golden Poppies are now in full bloom. The post was particularly blessed with a bounteous crop, and they looked quite pretty against a background of green. Just how beautiful a place Mather Field is may be gained from the fact that civilians who come out there feel the urge to picnic upon arriving.

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Major A.L. Sneed, commanding the Fairfield Air Depot, spent several days on a fishing trip down in "Sunny" Tennessee. Upon his return someone kindly inquired regarding the results of the catch, but the only response from the Major was "No Catchum."

## NEW PURSUIT SHIP TESTED AT SELFRIDGE FIELD

Major G.E. Brower, Commanding Officer of the First Pursuit Group, recently returned to Selfridge Field in the new experimental Boeing XP-936 plane which he had ferried from the Boeing plant in Seattle Wash.



Although the maintenance qualities, ruggedness and tactical efficiency of the new plane cannot be definitely determined until it has completed the service tests it must undergo at Selfridge Field, Major Brower said that, from the performance the plane showed on its trip from Seattle, he had nothing but

praise for it. The trip from Seattle was made at an average ground speed of 187 miles per hour, although the engine was run at less than rated cruising speed during the first part of the trip, and head winds were encountered on many of the legs of the route. The engine is a Wright SR-1340-G, with a 14 to 1 blower ratio. "It is believed," says the News Letter Correspondent, "that the maximum efficiency will be obtained at 12,000 feet." In tests at Selfridge Field, a speed well above 200 miles per hour (true air speed) was obtained at 8,000 feet. This was the first of many tests which will be made.

The plane itself is of low wing metal monocoque construction. An interesting and unusual feature is that changes in longitudinal balance are obtained not through a movable stabilizer but by means of a movable section (controlled from the cockpit) on the elevators. The section on the elevators is hinged and changes the mean camber of the elevators when it is moved.

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## BIG AERIAL WING REVIEW AT LUKE FIELD, T.H.

The first aerial review of the 18th Composite Wing to be held at Luke Field, T.H., was successfully carried out on April 29th. The Bombardment and Observation units that make Luke Field their home station, were on the reviewing line promptly at 7:30 a.m. The Pursuit and Attack Squadrons from Wheeler Field dropped down out of the sky shortly afterward, landing in three-plane "V's" with machine-like precision, and taxiing to the end of the long line.

A total of 12 Keystone Bombers, 12 Thomas-Morse Observation planes, 12 Curtiss Attack planes and 30 Boeing Pursuit planes constituted the array. The eleventh Pursuit plane to taxi into place put the line past the half mile mark. Over a half mile of fighting planes, with only three feet between their wing tips! The Wing Commander and his staff inspected the planes and crews, and at the signal of "attention," given by bugle from the control tower, the motors of these planes roared into life.

A white flag waved a signal from the control tower, and the Bombers moved out to the take-off area. Observation, Attack and Pursuit planes followed in the order named. Throttles were opened wide and the planes fairly leaped off the ground in an effort to avoid the ever-growing cloud of dust. After forming into their proper position, the entire Wing passed in review, a scant 50 feet off the ground with 200 feet between elements, flying in perfect formation at 110 miles per hour. They circled wide and repeated the maneuver.

Precise and careful flying was needed to avoid any possibility of accident, with 62 planes maneuvering in a limited area and landing and taking off in less than half a square mile. The Wing formation banked in to land and the fun began. The Bombers came first and cleared the field quickly, followed by the Observation Squadrons. Their cushioned landing wheels raised little dust, and they had no difficulty. Scarcely had they taxied to the hangar line, when the Attack landed, sharp tail skids biting deep into the soft earth at a 60-mile per hour clip. A cloud of dust all but obscured the landing area and into this the Pursuit rushed in three-plane "V's." Air Corps officers who have been stationed at Luke Field can appreciate the technique required to land a Wing of 72 planes on an area as small as Luke Field with clocklike precision.

A critique was held by the Wing Commander and, shortly afterward, the Wheeler Field planes took off for their home station.

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The Engineering Department of the San Antonio Air Depot, Duncan Field, Texas overhauled and repaired airplanes and engines during the month of April, as follows:

Overhauled, Airplanes - 2 A-3, 5 A-3B, 4 O-2H, 1 O-19B, 5 O-19C, 1 P-1C, 9 Bt-2B, 4 PT-3, 6 PT-3A, 1 C-7, 1 F-1, total 39; Engines - 18 V-1150, 15 R-790, 15 R-1340, 5 R-1750, 4 R-1690, 1 R-1820, 6 R-975, total 65.

Repaired, Airplanes - 1 B-4A, 1 B-5A, 2 LB-7, 1 O-2J, 3 O-19B, 3 O-38B, 1 P-1C, 1 P-1E, 1 PT-3, 1 YPT-10C, 1 C-9, 2 C-14, 1 Y1C-24, total 19; Engines - 14 V-1650, 2 R-790, 3 R-975, 4 R-1340, 3 V-1150, 2 R-1690, total 28.

## FIRST SOLO BLIND FLIGHT A SUCCESS

By Lieut. Joseph S. Edgerton, Air Reserve.

**A**NOTHER milestone in aviation progress was reached a few days ago when Capt. Albert F. Hegenberger, Army Air Corps, made the first "blind" solo flight, seeing nothing but the instruments before him from take-off to landing. If the elements which made Hegenberger's achievement possible can be applied to air transport operations, one of the greatest foes of aviation will have been whipped.

Dense ground fog on an air transport today brings all flying to a halt. As long as the fog holds no mail or passengers move by air. The only solution is artificial fog dispersion or "blind landings" through the fog. Fog dispersion so far is impracticable, if not impossible. Blind landings, apparently, form the practicable solution.

Until Captain Hegenberger's solo flight, no man had landed "blind" and alone though "Jimmy" Doolittle three years ago landed blind with a check pilot aboard to take over duplicate controls in case Doolittle's skill failed or his calculations went awry.

Hegenberger used radio to guide him into the field, to mark for him the point at which to begin his glide and to warn him when he neared the field boundary. He employed a super-sensitive altimeter to indicate his altitude above the landing area. Other flight instruments were normal, including artificial horizon, gyro compass, radio compass and standard flight instruments. The flight was made at Dayton, Ohio, home of the Air Corps Materiel Division, where Captain Hegenberger is stationed as navigation officer.

Modest to a fault, quiet and unassuming, Captain Hegenberger is a brilliant figure in aviation, though seldom in the limelight. He first came to public fame when he flew from California to Hawaii with Lieut. Lester Maitland, the first Pacific flight. He is regarded as one of the world's three foremost aerial navigators.

So retiring is Hegenberger that the world remained for many days in the dark as to his achievement. Captain Hegenberger was on the high seas, enroute to Rome to attend the first international meeting of ocean flyers when the story of his success was given to the world by F. Trubee Davison, Assistant Secretary of War for Aeronautics, who learned of the flight from Hegenberger's official report.

Of the crucial moment when Captain Hegenberger, alone in his swiftly moving plane, felt his way toward the surface of the earth which he could not see, he has little to say in his report. It is difficult for the layman to put himself in Hegenberger's position during that moment. To get something of the idea, imagine yourself driving an automobile. The windows are all curtained so that you can get no glimpse of anything outside the car, no sky, no road - nothing but the blank curtains and the instruments. You have a radio direction finder, with a little arrow showing when you deviate to the right or left of a given course. You are driving at 50 miles an hour across an open field. At the far side of the field is a great yawning chasm of appropriate depth - say something like the Grand Canyon. There is but one avenue of safety, a very narrow bridge. If you miss the bridge, curtains. A radio beacon is guiding you to the bridge and your only indication is the little pointer. You may not slacken speed but you must hit the bridge precisely.

Your problem, however, would be much simpler than Hegenberger's. Gravity would hold you on the ground and you wouldn't have to worry about that. You would have to worry only about whether you were too far to the left or right. Hegenberger had to worry, not only about whether he was to right or left of the runway, but also whether he was too high or too low and whether he was actually over the landing field or over some other place or terrain not at all suitable for the landing of airplanes.

It must have been with a feeling of exquisite relief that he felt the wheels touch the ground and the plane roll to a stop safely. Of this feature of the experiment, however, Capt. Hegenberger has only this to say: "The radio transmitters mark the field boundary and all you have to do is just fly along the ground, take things very gently and easily, and when you feel it hit - well, just ease back on the stick."

A magnificent flight, and one worthy of a large and imposing monument on the green fields of aeronautical progress.

-- Washington STAR.

### Ed. Note:

According to the announcement of Mr. Davison regarding this first solo Blind Flight, Captain Hegenberger took off and, after flying for five minutes, landed solely by the aid of the instruments on the panel in front of him without once seeing outside of the cockpit. This successful flight was the seventh in a series of nine attempts. During the first three flights, observers were carried in the plane who knew nothing of flying. On the seventh flight, Capt. Hegenberger took off alone, made two 180-degree turns and landed at the take-off point. He was guided during this flight by the various instruments already enumerated. On the ground were three radio sets, two of which were of obsolescent type. The cockpit occupied by Captain Hegenberger had a shielded cover which cut off all view outside the plane. He first tuned in on a transmitter distant from the field to simulate cross-country flying. After executing the first 180-degree

turn, he tuned in first on a portable transmitter placed 1,000 feet from the border of the field and then on another a mile and a half away. Although flying away from the field, he was able by lining up the two radio transmitters to ascertain the correct flight path on which to return for his landing. Executing his second 180-degree turn at a height of 1,000 feet, he began gliding down as he headed for the mile-and-a-half station.

Captain Hegenberger explained that for regular blind landings certain refinements of equipment will be needed. He expressed the desire to start a graduate class of Air Corps officers for training in blind flight take-offs and landings. This Army pilot of Hawaiian Flight fame is now on duty as navigation officer at the Materiel Division, Wright Field, Dayton, Ohio. His blind flying experiments are a continuation of those carried on under the Daniel Guggenheim Fund for the Promotion of Aeronautics by former Lieut. James H. Doolittle, now a Major in the Air Corps Reserve, and as brilliant a figure in commercial aviation as he was while actively connected with the Air Corps. On September 24, 1929, Major Doolittle first demonstrated to the world the possibility of landing an airplane by instruments alone. He carried a check pilot to take over the controls in case of emergency.

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It may be stated that Captain Hegenberger is a pioneer in blind flying, for nearly nine years ago, on September 6, 1923, he flew the greater part of the journey from Dayton to Boston completely out of sight of land. Of course, there were no hooded cockpits in those days but, so far as vision of the ground was concerned, Captain Hegenberger and his passenger, Mr. Bradley Jones, Navigation Engineer at McCook Field, were not much better off than the present day airman piloting a covered wagon, aerial type.

Despite unfavorable weather conditions, they took off from McCook Field in a DeH at ten o'clock and landed at the Boston Airport 7 hours and 25 minutes later. The sky was obscured by clouds which stretched from 300 to 7,000 feet altitude. After sighting the Ohio State University at Columbus, the clouds became so dense that the fliers climbed above them and found themselves in clear sunlight a little above 10,000 feet. A solid layer of clouds stretched beneath them. Not a glimpse of a land mark was obtained for a number of hours. The entire State of Pennsylvania was passed over without their obtaining a glimpse of it. Flying by instruments alone, Captain Hegenberger, at about 3:40 p.m., estimated that he should be close to the Hudson River, so he descended through the clouds and crossed this body of water not five minutes later. The remainder of the journey to Boston was made under the clouds. The successful termination of this flight demonstrated the efficiency of air navigation instruments even in those early days of Army aviation.

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#### NEW WRECKING TRUCK FOR SELFRIDGE FIELD

Selfridge Field, after years of more or less patient waiting, has a new wrecking truck. The formidable giant arrived amid cheers and had only three days of rest before it was given its first test. On May 11th, a P-16, bound for the gunnery camp at Oscoda, Mich., was forced down and partially wrecked in a soft field about 150 miles north of Selfridge Field. The truck took off immediately to bring back the remains. On the trip, operators discovered that it is satisfactory in every way, that it is strong, fast, powerful, and that it can traverse over practically any kind of road. Its length is its only handicap, requiring maneuvering on very sharp turns. The truck is powered with a 164 h.p. Hercules motor, has a six-wheel drive, and its transmission has eight forward speeds and two reverse. No one in the 57th Service Squadron has attempted to determine its top speed, but it will make fifty miles an hour comfortably.

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The Aviation Lighting Committee of the Society of Illuminating Engineers convened at Wright Field during April for a session of several days. About 20 engineers, representatives of electrical and lighting equipment companies, Navy, Bureau of Standards, and the Department of Commerce attended. General Pratt, Major Coleman, Captain D.L. Bruner, Lieut. C.D. McAllister, and W.T. Harding, civilian engineer of the Electrical Unit, Materiel Division, were in charge of the meetings. The meetings included a thorough study of the experiments being performed at the Wright Field Laboratory, a visit to Patterson Field and a program of night flying performed by Capt. St. Clair Streett and Lieut. McAllister.

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Lieut. William D. Eckert, 36th Pursuit Squadron, Selfridge Field, Mich., experienced a totally unexpected ending to a flight which he had begun for the purpose of practice in individual combat at that station a few days ago. While busily engaged in realistic appearing combat with Lieut. Mark E. Bradley, at an altitude of 4,000 feet, in two of the new two-seater Berliner-Joyce Pursuit ships Lieut. Eckert's engine suddenly appeared to disintegrate with a violent shudder. He hastily cut his switches and, after selecting a field, he made a perfect three point landing with a dead stick. It took only a second's inspection to see what had happened. A connecting rod had come loose and drove its way through the side of the crankcase, tearing a hole through which a man could put his fist.

## INSIDE STORY OF THE 77TH PURSUIT SQUADRON INSIGNIA



"The original 77th Pursuit Squadron insignia consisted of two pair of sevens separated by a joker," says the News Letter Correspondent from Mather Field, Calif., and he then adds: "At a discussion between the Squadron Commander and his painters, one of the men asked: 'Sir, what does the joker stand for - is that you?' The officer looked stunned for a moment, turned red, and then roared: 'Take out that d----- joker and make it an Ace!' And so a new Von Richtofen was created - by the stroke of a paint brush. I reckon the brush is as powerful as the Spad - and a lot safer."

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### PURSUIT PLANES TRANSFERRED TO LANGLEY FIELD

Eighteen P-12C Pursuit planes took off from Selfridge Field, Mt. Clemens, Mich., bound for Langley Field, Va., where they will be used in equipping a newly organized Pursuit Squadron. The flight was under the command of Captain Ennis C. Whitehead, who personally led a formation of six planes. The two other flights of six planes each were led by Captain Johnson and Lieut. Wolf.

Unfortunately, the general weather conditions along the route taken by the planes was very poor. It was expected to reach Langley Field in one day, with a brief stop for gas at Uniontown, Pa. Only six planes, however, managed to reach Uniontown on Tuesday, May 10th. The other twelve were forced by the rain and fog to split their formation and land at Pittsburgh, Pa., and Moundsville, West Va., respectively. The next day all 18 ships assembled at Uniontown and serviced preparatory to departing for Langley Field. However, very rainy and misty weather, the severity and duration of which astonished even the natives, forced the Pursuiters to remain at Uniontown that day and also the next. Finally, on May 13th, the ceiling over the mountains was declared to have lifted, though rain and mist still prevailed at Uniontown. The ships took off and, after getting through the local bad weather, found good flying conditions over the mountain country. All 18 ships would have reached Langley Field were it not for engine trouble with two of the planes. Lieut. Todd's motor quit just across the ridge from Uniontown, and Lieut. Hersam's quit about twenty miles from Washington. Both planes were slightly damaged in landing, but neither pilot was hurt.

The remaining 16 planes reached Langley Field in good time, and the pilots were greeted by their friends stationed there. After a few hours' stay, Capt. Whitehead gathered his coterie of pilots together and all, except Lieut. Wolf, embarked on the boat at Hampton Roads and started the long boat and train trip back to Selfridge Field. Lieut. Wolf went on leave status at Langley and proceeded to New York for a few days' stay. Lieuts. Hersam and Todd remained temporarily with their disabled ships and, after arrangements for their disposition had been made, returned to Selfridge Field.

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### BOAT TO PLANE RADIO CONVERSATION BETWEEN FATHER AND SON

Not every father is able to talk from the deck of a ship to his son flying above him in a Bombardment airplane, but that is just what happened in Hawaii recently. Mr. A.D. Pugh, Attorney, and Special Correspondent for the REGISTER, Des Moines, Iowa, hove around Diamond Head on the SS MALOLO bright and early one morning recently, and was eating his breakfast grapefruit as usual, when he was notified that his son, Lieut. Lawrence T. Pugh, of the 23rd Bombardment Squadron, Luke Field, would like to speak with him by radio. Imagine his astonishment, on picking up a receiver of the radiophone, to hear his son say: "Hello, dad, here I am overhead." The following week, Lieut. Pugh took his father in a Sikorsky airplane around the Hawaiian Islands to gather material for an article for the National Aeronautic Association on flying conditions and airports in the Territory of Hawaii. Mr. Pugh was much pleased with this flight and other short flights he took in the vicinity of Oahu with his son and, says the News Letter Correspondent, "we believe he left here with a feeling of regret that his flying days had temporarily come to an end."

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Mitchel Field, N.Y.: 1st Lieut. James T. Cumberpatch, from University of California, Berkeley; Capt. Edward W. Raley, upon completion of course of instruction at Air Corps Tactical School, Maxwell Field, Ala.

To Langley Field, Va.: Major Maxwell Kirby from Hawaiian Department; Major Leo G. Heffernan from Panama Canal Zone; Capt. Arthur J. Melanson, from duty as Procurement Planning Representative, Chicago, Ill.

To Chamute Field, Ill.: 1st Lieut. John L. Davidson from Wright Field, Ohio.

To Panama Canal Zone: 1st Lieut. James K. DeArmond, upon completion of course of instruction at Air Corps Tactical School; Major Robert Candee from duty with Staff and Faculty of Air Corps Tactical School, Maxwell Field.

To Bolling Field, D.C.: 2nd Lieuts. Norris B. Harbold from Selfridge Field; Elwood R. Quesada from duty as Asst. Military Attache, Havana Cuba; 1st Lieut. Glenn C. Jamison from Langley Field, Va.

To the Philippines: 2nd Lieut. James A. Ronin from March Field, Calif.; 2nd Lieut. August W. Kissner, upon completion of duty as student at Air Corps Technical School, Chamute Field, Ill.; Capt. Harold R. Rivers from Chamute Field.

To Rockwell Field, Calif.: 1st Lieut. Morton H. McKinnon, upon completion course of instruction at Air Corps Tactical School.

To Crissy Field, Calif.: 1st Lieut. George H. Brown from duty with Organized Reserves, 5th Corps Area, Chicago, Ill.

To March Field, Calif.: Capt. Edwin R. Page from Wright Field, O.

To Selfridge Field, Mich.: Capt. Fred C. Nelson from the Philippines.

To Fort Benning, Ga.: 2nd Lieut. Marion Huggins from the Philippines.

To Mitchel Field, N.Y.: Captain Leo F. Post from March Field, Calif.

To Chamute Field, Ill.: Capt. Earle G. Harper from March Field, Calif.

To Hawaiian Department: Major Vincent B. Dixon from Fort Leavenworth, Kans.

To Office of the Chief of the Air Corps: Capt. Max F. Schneider from Middletown, Pa. Air Depot.

Relieved from Detail to the Air Corps: 2nd Lieuts. Peter O. Ward and George E. Fletcher to Infantry, 2nd Division, Fort Sam Houston, Texas; Richard S. Carter to Field Artillery, 2nd Division, Fort Sam Houston, Texas; Gaspare F. Blunda to 6th Coast Artillery, Fort Winfield Scott, Calif.; 1st Lieut. Fremont S. Tandy to 1st Engineers, Fort DuPont, Del.

Promotions: To Captain, rank from April 1, 1932: 1st Lieuts. Oakley G. Kelly, Bernard T. Castor, James A. Mollison, Harold W. Beaton; to 1st Lieutenant, rank from April 1, 1932: 2nd Lieuts. Charles H. Deerwester, Charles W. O'Connor, Bernard A. Bridget and Charles A. Bassett.

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BOARD ON PURSUIT PLANES HAVE MEETING

Major G.E. Brower, Capt. E.C. Whitehead and Lieut. J.S. Griffith recently flew from Selfridge Field, Mich., to Wright Field, Ohio, to take part in meetings of the Pursuit Board. They were scheduled to remain at Wright Field for about ten days, during which time they, together with the other members of the Board, will make recommendations on the technical and tactical efficiency and usefulness of new Pursuit material which is being considered for adoption at the present time. Other members of the Air Corps taking part in the tests and conferences are Major Carl Spatz and Capt. F. O'D. Hunter, March Field, Calif.; Capt. J.G. Taylor, Lieuts. A.R. Crawford, J.E. Parker and J.A. Woodruff, Wright Field; Capt. C.L. Chennault, Maxwell Field, Ala., and Capt. Hugh M. Elmendorf, Office of the Chief of the Air Corps.

Two Pursuit planes under consideration by the Board as to their desirability for Air Corps use are the XP-23 and the XP-936.

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Major George H. Brett, Commanding Officer of Selfridge Field, Mich., was the guest of the Pontiac, Mich., Rotary Club recently at a luncheon of that organization. The gathering included 75 of the leading business men of Pontiac and vicinity. They were all greatly interested in what Major Brett had to say on the subject of aviation in the short talk he gave at the request of the toastmaster. Their interest was revealed by the large number of questions on the subject of military aviation which the Rotarians asked Major Brett to answer when he had finished his prepared speech.

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At Wright Field a design for engine dollies was completed in which the dollies are mounted on wheels with pneumatic tires for loading engines in the side of the fuselage of cargo airplanes. These dollies were designed to support radial type engines. It is contemplated building one of these dollies for experimental testing.

NOTES FROM AIR CORPS FIELDS

Brooks Field, San Antonio, Texas, May 1st.

A moving picture theatre replete with all up-to-date details, including apparatus for talking pictures, is now in progress of construction at Brooks Field. Hangar No. 7 of the Field is being utilized, for which money has been appropriated and preparations already begun. Upon its completion, this theatre will be one of the best, and will offer current pictures at prices in reach of all the personnel.

Funds have been received and plans made for the conversion of the School of Aviation Medicine building into a Post Infirmary, and work on this building has already been started. Both projects will be completed before June 30th.

Captain Wm. S. Gravely, Operations Officer, was a member of the Board of Officers convened at Wright Field, Dayton, Ohio, for the purpose of testing the O-31 and YO-40 type aircraft.

Second Lieut. William C. Sams, Jr., was relieved as Adjutant of Brooks Field and transferred to the 88th Observation Squadron. First Lieut. Winfield S. Hamlin, Commanding Officer of the 88th, was relieved from that duty to succeed Lieut. Sams as Adjutant. Captain C.E. Giffin is now commanding this Squadron.

Second Lieut. J. Will Campbell, Air Reserve, of San Antonio, Texas, was ordered to active duty at Brooks Field for a period of 2½ months. Formerly with the 88th Observation Squadron while stationed at Fort Sill, Okla., Lieut. Campbell was reassigned to this Squadron for duty.

Brooks Field was "host" to the Goodyear Tire & Rubber Co. dirigible on an advertising flight through the Southwest. Before the trip was completed, however, the giant balloon ship was forced to return to its home station for repairs, after which it will return to Texas. Arrangements were made with the Commanding Officer of Brooks Field to house the dirigible on its return trip.

Second Lieut. Henry Fisher, Air Reserve, reported for duty and was assigned to the 58th Service Squadron for the three months' period of his active duty. He is the son of Col. Fisher, Commanding Officer of the San Antonio Air Depot, Duncan Field, Texas.

Captain C.H. Welsh assumed command of the 58th Service Squadron, April 4th, replacing 1st Lieut. O.L. Rogers, who was transferred to Columbus, Ohio, for duty with the Organized Reserves.

Capt. L.R. Knight, Commanding the 62nd Service Squadron received orders for transfer to the Massachusetts Institute of Technology, Cambridge, Mass., as Professor of Military Science and Tactics. It is not known at this time who will replace Captain Knight at this station.

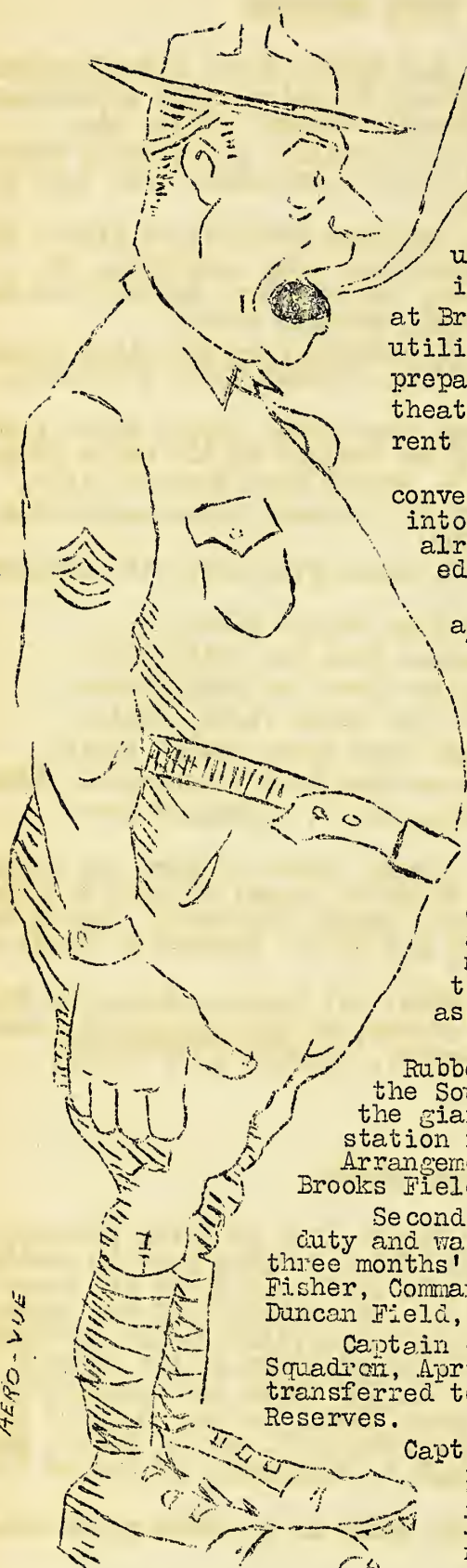
Master Sergeant Chester F. Colby, Enlisted Pilot, 88th Observation Squadron, received orders to sail for the Hawaiian Islands for a two-year tour of duty. He will leave on Government Transport PRESIDENT GRANT from San Francisco on or about June 7th. Sergeant Colby is a veteran among Army pilots, having flown over 4,000 hours since starting flying training at Carlstrom Field, Arcadia, Fla. Master Sergeant Kristjan Bredvad will replace Sergeant Colby at this station.

Staff Sgt. L.E. Bullington, 88th Obs. Squadron, will also sail for Hawaii on the PRESIDENT GRANT.

Clark Field, Pampanga, P.I., April 9th.

Three of our single-seaters made another trip to Baguio and landed on the new field. Owing to the fact that the field is rather small and located in a low spot among the hills, only P-12's from the 3rd Pursuit Squadron have ventured there so far.

One day of the month was devoted to Army-Navy Maneuvers in which the whole





group turned out and cooperated with the Navy in day and night missions against the defenses of Corregidor. Three of our P-12's were employed in laying day and night smoke screens to cover the passage of Navy ships through the channel.

Our old C-1C Transport, after laboring in and out of various and sundry fields throughout the Philippines for many years, is now about to be ferried to the junk heap. Some of our pilots who have had the old crate fold up under them at unexpected moments, and for no good reason at all, herald this piece of news with much glee.

Lieut. Murphy became famous all of a sudden last month when he accompanied "another" sportsman on a hunting expedition which resulted in the execution of an "alleged" wild caribou. We were surprised at Murph, having believed that all such honors fell to the lot of "Two Gun" Hitchings, the Nichols Field elephant hunter.

Captains Hornsby and Ellis, Lieuts. Hardy, Gregg and Murphy are all planning D.S. at Baguio, trips to China, etc., prior to leaving on the June boat for the States.

Clark Field is proud of its members who have apparently sewed up most of the golf tournaments on the main post. Mrs. Hardy won the Ladies' Tournament. Captain Hornsby won the Lee Handicap Tournament, and Lieut. Hardy finished by bringing home the bacon in the Annual Open Championship.

Both bowling teams, officers and enlisted men, have started practice and will probably give a good account of themselves during the next rainy season when the bowling tournaments start. Our Air Corps Officers' team took first place last year in the Medical Corps-Cavalry-Artillery-Air Corps Tournament. Lt. Hawkins now holds high single record game with a 267; Private Laman, high triple with 687.

Lieut. Harper, our Adjutant, in addition to his other duties, holds the position of Entertainment Director for the main post. Evidently this title covers a multitude of duties. Any time you want arrangements made for a tea, show, dance, baseball game, tennis match, horse race, airplane ride, polo game, Easter egg hunt, golf match or a Baluga dance, just call up Bob - he'll fix it.

#### Scott Field, Belleville, Ill., April 27th.

Recent assignments to extended active duty at Scott Field for periods ending June 30th included four 2nd Lieutenants, Air Reserve, viz: Claris E. Johnson, Francis A. Wilgus, Harry L. Clark and Theodore G. Graff. All of these officers were assigned to duty with the 15th Observation Squadron.

Master Sergeant Henry G. Wilkes, 15th Obs. Sqn., received orders for a tour of foreign service in Panama, sailing from New York June 10th. Sergeant Wilkes served with the 15th about two years, and prior to that time was with the 94th Squadron of the 1st Pursuit Group. His replacement is another former member of the 1st Pursuit Group - Master Sergeant Cody Dalton.

#### Richards Field, Kansas City, Mo., April 12th.

The 430th Pursuit Squadron, Reserve, has been taking on some of the aspects of its name this second week in April through the temporary acquisition of a P-1C. This loan was accomplished through the efforts of Captain William B. Wright, Jr., Commander, who is now busy qualifying men on this type. No less than 35 pilots will qualify in the next few weeks. Judging from the queer noises heard about the field in the last few days, the boys are having a delightful time in their initial trial of the new Pursuit.

#### Fort Sill, Oklahoma, April 28th.

Night adjustment of Field Artillery fire featured the cooperative work of Flight "E" during the past month. Six nights were devoted to this work and six successful adjustments were accomplished, using all available forms of communication. Transfers of fire based on these adjustments and checks by flank and forward observers proved the accuracy of these adjustments to be exceptionally high. The Flight participated in 16 problems and exercises of the Field Artillery School and flew 51 artillery adjustments during the month of April.

The first trip of the newly inaugurated air transport service with the San Antonio Air Depot was made to this station April 19th. Lieut. D.F. Fritch, flying a C-14A brought in 350 lbs. of freight and took out 300 lbs.

The following cross-country flights were made by pilots of this command: 1st Lieuts. Wm. L. Ritchie, pilot, and J.P. Kirkendall ferried an O-19B to Duncan Field April 3rd, returning an overhauled O-19C on April 5th; Lieut. Ritchie and 2nd Lt. Claire Stroh ferried an O-19B to Duncan Field, April 14th, returning two overhauled O-19C's here on the following day; Lieut. Stroh flew Major Stimson, Army Nurse Corps, to Little Rock, Ark., April 17th, returning same date; Captain Pritchard with Corp. Goins flew cross-country to Fort Leavenworth, via Kansas City, Mo., April 20th, returning on the 22nd.

Pilots and passengers visiting here on cross-country trips were: 2nd Lt. Wilson, Colo. Nat'l Guard, Denver; 1st Lt. D.W. Mayhew, Fort Crockett; Major Stimson, Army Nurse Corps; 1st Lts. H.S. Vandenberg, E.F. Glenn, L.C. Craigie, T.G. Keen, Major T.J. Hanley and Corp. Miller from Randolph Field, Texas.



Major R. F. Taylor, Squadron Commander, has returned from a cross country flight to Portland, Oregon, with Ollie Davis, State Adjutant of the American Legion. Hotel arrangements were made for the coming National American Legion convention.

On his trip he flew 6000 Miles, his total time being 52 hours and 25 minutes. He returned by the Southern route for better weather and flying conditions. On his trip he visited with many of our outfits old friends including Captain Voss, former instructor of the 113th, Colonel A. J. Daugherty, formerly Chief of Staff, 84th Division, Organized Reserves, Indianapolis. Captain Vawter and Lieut Doak, former pilots in our squadron and now Department of Commerce Inspectors in California. We were glad to hear from these old friends and congratulate them on their success in their new positions. We hope they will return the Majors visit soon.

Captain Borum, Supply Officer, Chanute Field, and Captain Marriner flying a BT -2B, stopped at Stout Field for lunch today on their way to Wright Field.

Captain Stout and Sgt Inman, flew to St Louis, in an O-38, stopping at Scott Field, and Lambert Field.

The 1st Sgt J. Hudson Deardoff, will start a Non-commissioned officers school commencing May 16th, under the supervision of Master Sergeant J. C. Hansen, the class to cover all subjects in connection with such school.

The squadron now has a machine gun range for forward and rear gun practice, on a hill top about five miles from our field, where the pilots and observers hold gunnery practice very similar to camp training, each Sunday.

Pictures taken in camera gun practice are being shown on the screen during officers class each drill period, and study made of the results.

Captain Dudley A. Pfaff, Medical Officer, is now taking the flight surgeons course, having entered the class school of aviation medicine, Randolph Field, Texas, which commenced May 3rd. Captain J.H.Greist is filling the place of Captain Pfaff while the latter is away at school. We are glad to have Captain Greist with us and hope his assignment with us will be a pleasant one.

Kelly Field, San Antonio, Texas, May 11th.

A total of 15 F-12's were received within the last two months. Capt. C.C. Nutt and Lieuts. W.P. Morgan and Russell Keillor arrived with the last three from Rockwell Field on April 28th.

Lieut.-Col. H.B. Clagett, Commandant of the Advanced Flying School, is visiting in the East on 20 days' leave, at the expiration of which he will be placed on special duty in the Office of the Chief of the Air Corps for seven days. Major H.H.C. Richards, Asst. Commandant, has been in command during his absence. (Col. Clagett returned May 7th).

First Lieut. Edward M. Powers, from the Materiel Division, Wright Field, visited here on an inspection trip.

Pursuit students completed their night flying training April 27th with a cross-country trip from Waco to San Antonio.

Lieut. W.D. Old flew Lieut. A.F. Shea to Muskogee, Okla., April 21st. Lt. Shea was hurrying to Syracuse, New York, where his mother is seriously ill.

Enlisted personnel of the 41st School Squadron on furloughs are Master Sgt. Gervais Garner, 30 days; Pvts. Whittenberg and Underwood, 45 days and 90 days, respectively.

Private Kuykendall, 41st School Squadron, returned from Chamute Field after completing the course for Airplane Mechanics, while Pvt. Vining, same organization, proceeded to Chamute Field to take the same course.

Staff Sgt. Fittman was recently transferred to the 41st School Squadron from the 72nd Bombardment Squadron, Luke Field, T.H.

Lieut. R.C. McDonald ferried an O-11 to Chanute Field where the plane is to be used for instructional purposes.

Colonel Art Goebel, chief test pilot for the Guiberson Diesel Engine Co. of Dallas, gave a demonstration of this engine at the field on May 10th. The demonstration was witnessed by all students and instructors.

Capt. H.K. Ramey and 1st Lt. Odas Moon applied for five days' leave for the purpose of fishing in Mexico with Lieut.-Col. Mills.

Master Sgt. Peter Biesiot piloted the Kelly Field KA-1 ambulance plane to Ft. Bliss, Texas, May 9th, to operate with the 1st Cavalry Division in maneuvers.

Major H.A. Straus, piloting an O-25, flew from Wright Field to this station with Lieut.-Col. Clagett as passenger.

Lieut. A.F. Shea left Kelly Field May 11th with the ambulance plane for Ft. Clark, Texas, to bring a patient to the Base Hospital at Fort Sam Houston.

Mr. and Mrs. George A. McHenry, of San Diego, Calif., are visiting their son, Lieut. George A. McHenry, Jr., at this field. They celebrated their 50th wedding anniversary with an airplane ride, the plane being piloted by their son.

Sgt. O'Sullivan, 40th School Squadron, is enjoying a 60-day furlough, and Staff Sgt. A. Kacziba is on 30 days furlough with his new outboard motor boat and fishing tackle.

Private Fay E. Frazier returned to the 40th School Squadron after completing the Air Mechanics' course at Chamute Field.

Corporal Johnny Johnson, 40th School Squadron, departed for New York in his new DeSoto 8 to enjoy a 60-day reenlistment furlough.

Staff Sgt. Coke left the 41st School Squadron for Hawaii on May 3rd.

Private J. Lollauss recently transferred to the 40th School Squadron from the Quartermaster Corps at Randolph Field.

Staff Sgts. Stapp and Card are absent from the 41st School Squadron on furloughs.

France Field, Panama Canal Zone, May 2nd.

The past month was one of great social activity on the post, what with visitors from the States, new arrivals and short timers all coming in for their share of the limelight. On the 15th, the Officers' Club gave a supper dance at the Carleton Hotel in honor of Major Heffernan, until recently the commanding officer, who left for the States the next day. The following week saw two tea dances at the same place, one given by Major and Mrs. Brereton and the other by Capt. and Mrs. Knapp and Capt. and Mrs. Ott. Numerous dinners were given the departing families, those on Thursday evening usually winding up at the Strangers Club, and on Saturdays at the Carleton.

France Field gained a file or, to be more precise, three, when Capt. Shiras A. Blair from March Field arrived on the REPUBLIC. He will take over the duties vacated by Captain Trunk, who sailed for the States.

On April 27th, the 6th Group effected a rendezvous with all available aircraft at Rio Hato, where the France Field Officers' Club entertained with a stag lunch in honor of members of the 44th Squadron leaving for Albrook Field. Mr. Kierulf, owner of the hotel at Rio Hato, cleared a field about a quarter of a mile from the hotel, which made landing there most convenient and enabled all pilots to utilize it. Forty-seven officers attended the luncheon, while 30 of the men of the 25th Bombardment Squadron ate a picnic lunch provided by the squadron mess. Baseball, swimming, fishing and cards occupied most of the time before lunch. The lunch turned out to be a large sized turkey dinner which so engrossed every one that there were no speeches.

At the regular morning review on April 25th, three men of the command received medals which were won during the annual Departmental pistol matches in February, and they reviewed the troops with the Commanding Officer. Corporal Brodner, 7th Observation Squadron, received a silver medal for second place; Staff Sgt. Brinkman, 63rd Service Squadron, a silver medal for third place, and Pvt. Sefcovic, 25th Bombardment Squadron, a bronze medal for last place. Only six medals were given out in the whole Panama Department, and the fact that half of them came home to France Field is not so bad for the Air Corps.

Patterson Field, Fairfield, Ohio, May 2 - 17th.

The Wilbur Wright Officers' Club was recently beautified by the construction of a new cement sun porch along the south and west side of the Club, directly facing the golf course. This porch is protected from the sun and rain by a row of striped awnings. Porch furniture of the same color scheme as the awnings was constructed by the Quartermaster.

Lieut. Kenneth S. Stice, Signal Corps, received orders transferring him to Washington for temporary duty of about a month in connection with plans for coordinating meteorological activities and communications relating to aircraft in the 5th Corps Area.

The "Hick and Hayseed" Party given by the Wilbur Wright Welfare Association in the Post Gymnasium on the evening of April 21st was well attended. About 600 guests were present and an enjoyable evening was spent in cards and dancing. There were also games for the children and two special acts staged by employees of the Field. The Annual Picnic is next on the program by the Association.

Major Malcolm C. Grow, Medical Corps, received orders transferring him to Washington for a period of six weeks in order to undergo a course of instruction.

Major A.L. Sneed made an official visit to Washington on April 20th for conference with the Chief of the Air Corps.

Captain R.C. Bower was assigned to duty at Lunken Airport as Constructing Quartermaster, in addition to his duties at this field.

Thirty-nine students from Purdue University visited this station on April 30th on an inspection tour.

The Hon. Patrick J. Hurley, Secretary of War, was an overnight visitor as guest of General Pratt.

The second informal party of the Wilbur Wright Officers' Club was held on the evening of April 23rd. There was dancing, cards and other games. Movies were shown, including those taken at General and Mrs. Pratt's Easter Party.

Arrangements were completed for the visit here on May 18th of the Tactical School staff and student body - a total of 53 officers.

Captain R.C.W. Blessley, leading a flight of 17 officers in Pursuit planes, landed here May 3rd on a cross-country training flight from Selfridge Field.

Cross-country flights by officers at this station were made as follows: Lt. G.V. McPike to Chanute Field, April 22nd; to Scott and Richards Field, April 26; to Scott Field, May 5th - Capt. B.F. Lewis to Scott Field, April 20th; to Selfridge Field, May 14th - Lieut. F.M. Zeigler to Columbia, S.C., April 22nd; to Chanute and Scott Fields on May 6th - Lieut. D.R. Goodrich and Major Malcolm C. Grow to Schoen Field, April 27th; Lieut. Goodrich to Cleveland Airport, May 9th; to Selfridge Field, Mich., May 10th; to Lunken Airport with Major Grow, May 4th - Lieut. Asp to Scott and Richards Fields, May 3rd - Lieut. McPike to Bolling Field May 2nd.

The following officers ferried airplanes to this station for Major overhaul: Captains Moffat from Wright Field; Peck, Maxwell Field; Lieuts. Kyle from Fort Leavenworth; Miles, Maxwell Field; McCoy, Maxwell Field; Mustoe, Powers, Stewart from Chanute Field; Skanse, Pope Field; Talbott, Selfridge Field; Dolan, Marshall Field.

Mr. T.H. Albery, Aeronautics Inspector for the Department of Commerce, landed here on a flight from Detroit to Cincinnati.

The building program at this station has progressed far enough for the contractors to start pouring concrete for the foundations.

Majors A.L. Sneed and R.E.M. Goolrick attended the meeting of the American Legion at the School Auditorium at Osborn on April 25th.

Building No. 95 (Hangar #7) at this Depot was completely destroyed by fire at about 4:20 p.m. on May 4th, the cause of which is unknown. This hangar was erected in 1917 and for the past ten years was used for dismantling ships preparatory to overhaul. Nine airplane fuselages, 5 sets of wings and approximately all the spares for the nine ships and one Wright air-cooled motor, located in this hangar at the time, were completely destroyed. The approximate value of the property stored in this hangar is as follows: Air Corps property, \$104,000; Quartermaster property, \$550; Signal Corps, \$65.

Cross-country visitors to this station during the past month were: From Selfridge Field, Lieuts. French; Smith; Wolf; Wright; McCormick; Dunn; Meehan; Myers; Sutherland; Giovannoli; Garrison; Capt. Whitehead; Major Brett; Capt. Whitehead, leading a flight of 12 P-16's and one Y-1C - from Randolph Field, Lieuts. Wimsett, Butler, Henderson, Hanson and Capt. Williams - From Chanute Field, Captain Skemp, Lieuts. Doubleday, Laughinghouse and Anderson - From Schoen Field, Lieuts. Smith, Noble, Smith with Lieut. Nicholson (passenger) -

From Bowman Field, Capt. Woody with Lieut. Welsh, Lieut. Russ with Lieut. Moran, Lieut. Welsh, Lieut. Keim with Capt. Bennett - From Lunken Airport, Captain Colgan, two trips, Lieut. Wining, Lieut. Hoffman - From Columbus, O., Major Price, Lieuts. McConnel and Juergensmeier, Capt. Melvin with Capt. Smith, Capt. Cotner with Lieut. Mitchel, Lieut. McConnell - from Mitchel Field, Lieut. Gross, Lieut. Williamson, transporting 9 students to the Technical School at Chanute Field - From Stout Field, Lieut. Carpenter - From Chicago, Capt. Mann with Lt. Newhall - from Maxwell Field, Major Gilkason - from Bolling Field, Lieuts. White and Goodrich - From Detroit, Lieut. Nicol - from Cleveland Airport, Lieut. Gill - From Sky Harbor, Lieut. Catron - From Chanute Field, Lieuts. Spry and Baston.

Lieut. Williamson ferried an A-3B to Fort Crockett, May 3rd; Major A.L. Sneed, an O-19C, and Capt. H.W. Flickinger an O-19C to Scott Field, May 5th.

#### San Antonio Air Depot, Duncan Field, Texas, May 14th.

Athletics and sports in general have always been ably represented at Duncan Field, and the coming of Spring has seen renewed vigor along these lines. A Gun Club for trap shooting was organized, and practice is carried on at the traps installed in the old gravel pit in the lower part of the field. Many officers and civilians are displaying their skill - or acquiring the same - in this activity. The shooting on Saturday, April 16th, was honored by the presence of Mrs. Adolph Toepperwein, of San Antonio, the better half of that internationally famous pair of astounding sharpshooters, and other professionals of San Antonio, who assisted in coaching the participants, donating their services, which are gratefully acknowledged. We are right up with the times in this branch, too, having installed one of the new skeet outfits which are being taken up so enthusiastically all over the country, and which offer actual conditions of field hunting on the practice range and thus afford much better practice than clay pigeons.

Bowling has always claimed a large following among the personnel of this Depot; in fact, we have four teams in the Federal Bowling League, which is composed of teams from various government activities in and around San Antonio. The lead is now being held by the Post Office Team, followed closely by the Duncan Field Mechanics. It would be invidious to mention any one player above any other of this station, but E.J. Briggs, Frank Fields and Rudolph Tesnareski, of the Engineering Department, and Charles H. Leipart and Frank LaPenta (Secretary of the League) of the Q.M. and Utilities Departments, may be mentioned as among those sharing the limelight.

Mr. Albert Jarvis, representative of the Wright Aeronautical Corporation, who is in this vicinity to look into Wright engine difficulties for his company, has been visiting the Depot from time to time in that connection since April 22d.

Lieut. Donald F. Fritch flew to Hatbox Field, Muskogee, Okla., and Hensley Field, Grand Prairie, Texas, and return, April 18th to 20th, in a transport, delivering Air Corps supplies to those stations and bringing a return cargo here.

Visiting Air Corps officers to attend the regular monthly conference on supply and engineering matters and luncheon following same, on May 3rd, were: Major Davenport Johnson, Commanding Officer, Captain S.J. Idzorek and Lieut. J.J. O'Connell of Fort Crockett, Texas; Capt. F.H. Fritchard, Fort Sill, Okla.; Lts. I.L. Proctor and H.A. Bartron, Randolph Field; Lts. R.G. Harris and J.A. Samford, Kelly Field, and Lts. I.W. Ott and J.P. Newberry of Brooks Field.

Major W.S. Woolford, M.C. and Capt. H.L. Clark, A.C., of Barksdale Field, Shreveport, La., were cross-country visitors here May 3rd-4th, flying down in an XC-14 plane, and returning in an O-19.

Lieut. Wm. L. Boyd, Biggs Field, Fort Eliss, Texas, visited the Depot over the week end of May 7th and 8th, ferrying in a BT-2B for overhaul and securing another plane of that type to ferry back to Biggs Field.

While on a recent visit to Kelly Field, Capt. Samuel M. Connell, Chanute Field, dropped in at this station to pay his respects to some of his old friends.

Lieut. A.W. Martenstein, Field Service Section, Materiel Division, Wright Field, was a visitor here April 15th to 21st, for conference with officers of the Depot regarding a model complement of personnel for an Air Depot.

Lieut. Edward M. Powers, accompanied by Mr. R.L. Shumaker, Mechanical Engineer of the Materiel Division, arrived here on a cross-country trip April 23rd, and have been conferring with the engineering officers here and at other Air Corps activities in this vicinity, also at Fort Crockett, Texas, regarding magneto failures. Lieut. Powers was on duty at this Depot some years ago, and has been greeting old friends in this neighborhood.

Lieut. David J. Ellinger, from the Panama Canal Department, reported for duty here April 19th, after a leave of absence. He was assigned as Assistant Depot Supply Officer. Mrs. Ellinger is continuing her visit in the East and will arrive in about a month. Both are welcome additions to our official family circle.

#### Mather Field, Calif., May 10th.

The Group at Mather Field are beginning to think that the boys from March Field either do not like their home station or there is some great attraction up here for them. Twice during the past month they have paid us a visit. We are always glad to see them, but the problem of gassing 24 planes that think nothing

of consuming hundreds<sup>of</sup> gallons of fuel on one flight is something to remember. The enlisted personnel is to be congratulated on the way they coped with this problem.

It never rains but it pours. This saying proved true in the respect that Army Day followed immediately after our Annual Inspection. The citizens of adjoining cities and towns were thrilled by the sight of the 20th Pursuit Group flying in one formation and led by our Group Commander, Major C.L. Tinker. Open house was held for those who wished to come out and visit the field and look over the planes and equipment. Acrobatic flying was done for those who came out, and they seemed well satisfied with their visit. All were interested in our new ships, and they were all looked over very carefully. A detail of at least one man was stationed at each ship and interesting points to answer any questions that might be asked. The hangars and shops were also open, the Armament Sections and Aero Repair receiving the most attention.

About seventy officers attended a banquet at the Senator Hotel on the evening of March 24th following the invitation extended by the Sacramento Chamber of Commerce to all officers of Mather Field and visiting officers from March Field.

"Bless the early risers." So think the personnel of Mather Field every morning when they are awakened in the wee small hours of the morning by the drone of Curtiss Conquerors. Liquid-cooled motors usually sound sweet, but to be awakened repeatedly each morning by them makes them sound anything but that. Crissy Field is up here doing their ground gunnery and using our ranges. From early in the morning until late in the afternoon they fly. Just how much longer they shall be up here we do not know, but we are hoping for the best.

Rumors, rumors, rumors; that is the prevailing element going around this post at the present time. With the recent printing in the press of the War Department's plan to abandon Mather Field, bets and wagers are making their rounds as to where we all shall be sent. Whether it be the Islands, Langley, Barksdale or Panama, no one knows, but everyone had his pet idea. Some say we shall be moved immediately, while others say we shall be here for another year. Some maintain that the Group will be split up, while others deny it. The answer to it all is probably in the Chief's Office, and until it is made public those who like to start rumors have a great chance to do their stuff.

We who have spent a gunnery season at Honey Lake pride ourselves in calling the dry lake bed the best airport in the world. Until recently we all would have sworn that there was not a rock on the premises. It must have been Lieut. P.O. Rasmussen's inherent expert shooting ability, his love for accuracy and his ability to make spot landings that caused him to single out the only rock on the hundreds of square miles of dry lake bed and set his P-12E down on it. The only damage was a broken tail skid assembly, and the necessary replacement was taken to him by a brother officer.

Dances in the Post Gym have been held under the supervision of the enlisted personnel of this field with the utmost success. Two have been held during the past month and more have been planned. Over 250 couples attended the last one, and all had a thoroughly enjoyable time. Requests have come in from different sources as to having these dances become a regular affair. The fact that Mather Field may be abandoned in a short time makes this impossible. Sergeants Henneck, Williams, Galloway and Corporal Jorgensen were in charge, and they state that all expenses incurred were taken care of by the small admission fee charged. The men had worked for several days decorating the Gym, and on the night of the dance it looked like a real pavilion. The men are to be congratulated upon the great degree of success obtained in holding the affair.

#### 40th Division Aviation, Calif. National Guard, May 10th.

This unit took part in a joint problem with the Naval Reserve Aviation and the Army Reserve Air Corps, both stationed at Long Beach, Calif., on April 17th. Orders called for a rendezvous of 18 planes by elements at a given time, altitude and place. The combined formation composed leading attack elements, bombardment and protective pursuit at three levels. Formation passed over initial point at a given time and altitude, then proceeded to its objective and carried out its mission. The formation then broke up, reforming in fifteen minutes over another point, passed in review, broke up, then landed by element at Griffith Park. A critique was held, after which lunch was served. Considerable newspaper publicity resulted in many hundreds of spectators viewing the maneuvers. The 40th Division Aviation has had many joint problems with the Army Reserve, but this was the first time the Naval Reserve participated. All combatants were very enthusiastic over the results from a training standpoint, and more of these operations are planned for the future by the three components.

Other planes of the 115th Observation, National Guard, participated in gunnery, front and rear guns, at tow target, and in a radio mission with our ground station and one of the 160th Infantry in the field.

Sunday, May 1st, the usual drill program was carried out, with operations covering gunnery at tow target, two artillery adjustment missions, and a radio mission. Reginald Denny spent the morning with us and was entertained at lunch. Reg talks the language, having been a pilot with the RAF in England during the War, and was interested in the new equipment for observation work now used by the Air Corps.

We all mourn the passing of our faithful BT-1, which is going to an Eastern Squadron.

On Monday night, May 5th, this unit took part in a joint radio communication

problem with two planes and two ground stations - our own and that of the 160th Infantry, located at the Armory in Olympic Park. The small output of the Infantry set made it difficult for the planes to keep in communication with them. Otherwise the mission was successful and interesting.

Crissy Field, Presidio of San Francisco, Calif., May 5th.

The tactical inspection of Crissy Field was recently completed by the Corps Area Commander. We are very proud of the rating of "excellen<sup>t</sup>" thus attained.

Bombing and ground target gunnery was completed for the officers of this station during April. Result: Over 50% rated expert, a fact looked upon with satisfaction by Lieut. Bobzien, Officer in Charge.

The completion of two squash courts at Crissy Field has enlivened general interest in the game. Challenge is extended to any and all visiting officers. We have just started and hardly know the rules, but we are good.

The 91st Observation Squadron and the 15th Photo Section, consisting of 21 officers, 70 enlisted men and 5 airplanes, departed May 5th for two weeks' field exercises at Salinas, Calif. The shortage of available airplanes at Crissy Field made it necessary to call on four alert March Field Pursuit pilots, with their ever-ready Pursuit ships to act as attack aviation. We will cooperate with a reinforced brigade containing artillery and cavalry.

36th Division Aviation, Texas National Guard, Houston, May 8th.

The 111th Observation Squadron successfully passed through the ordeal of the ordeal of the annual Federal inspection. On April 10th everyone arrived at the field at the specified time, showing the fruits of their labors in the shine of their leathers and brasses. The inspection was carried on without any difficulty and everyone felt satisfied in that he had expended his best effort. No laxity in the training program occurred after the inspection, and everyone is working hard on radio, photography, navigation and blind flying.

Blind flying is being conducted by picking a specified point to which to fly. The compass course is first worked out and the blind pilot then endeavors to fly to this point and back to the field. He cuts the gun when he believes himself to be over the designated point. The check pilot there checks this point. Then the return trip is made, and when the blind pilot thinks he is at the field he comes out from under the hood. It would be amusing to photograph the look of consternation that passes over the blind pilot's face when he searches in vain for the field. Usually a ship that heads north returns from the east or the west. However, after a little more time at it, we'll all be able to come right on home.

A course of instruction in pistol marksmanship is being conducted at the present time. We hope to qualify every man in the squadron at least as a marksman.

The regular monthly sociable of the Officers' Club was held on the West Beach at Galveston. We had a few visitors from the Third Attack Group, and they seemed to enjoy the festivities. Three of the young ladies went swimming, and the rest watched them. It takes the girls to show the adventurous spirit. Lt. Borden arrived while the young ladies were swimming, and when they came out of the water they set upon him en masse and spoiled the Beau Brummel appearance he affected. He's still picking sand out of his teeth. The other features of the party are just a hazy recollection of things seen and done.

The enlisted men sponsored a hangar dance, which was well attended and thoroughly enjoyed.

Boston Airport, Boston, Mass., May 15th.

The Reserves are now feeling better. In April they were allotted three hours of flying time per man. Flying the latest O-1G ships certainly requires this amount of time for real proficiency, and Captain Glenn Salisbury of the Air Corps is proving to be a real taskmaster in his role of instructor to the Reservists. Tight formations are regular things to be seen now. "Some difference from the old days," one officer was heard to remark. "I can recall when a 'tight' formation meant the leading ship over Cambridge, with No. 2 and No. 3 over Charlestown and Back Bay, respectively." Exaggeration, true, but we are proud of our present formation work.

At an Air Show at the Boston Airport on Saturday, April 30th, the Reserves, led by Captain Glenn C. Salisbury, their instructor, put on a wonderful formation flight in a stiff wind. Their planes were flown in such a tight formation that they appeared joined. Comment by the spectators was aroused by the demonstration. The ships were manned by Captain Salisbury; with Major Robert F. Raymond (DSC), Capt. Frank C. Crowley with Capt. C.J. A'Hearn and Lieut. R. Hixson with Lieut. W. Newhall.

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The contract for a barracks building at Upolu Point has been awarded, and that field will be greatly improved thereby. This field is at the northernmost corner of the Island of Hawaii.

Selfridge Field, Mt. Clemens, Mich., May 17th.

Selfridge Field was host to 75 delegates of the Michigan State Association, Convention of Plumbing and Heating Dealers. The 40th annual State Convention of this Association was being held in Mt. Clemens at this time. The visitors were conducted about the post and viewed part of the flying of the 1st Pursuit Group which on that afternoon was engaged in a Group training problem involving tactical Group maneuvers.

Major M.S. Murray, accompanied by Warrant Officer Charles Whiston, conducted an annual inspection of the post and records. Major Murray was honored by an aerial review conducted by the 1st Pursuit Group, led by Major Gerald E. Brower, Group Commander. The results of this inspection will be beneficial to the activities of the post in the correction of matters of administration, supply, etc., and their coordination with higher authority.

Representatives of several news reel companies arrived here early in April with aerial cameras, ground cameras, sound recording apparatus and other paraphernalia, to take pictures of the spring training of the Group. The combination of spring weather and a full complement of airplanes resulted in increased Group training and formations, and news reel companies were interested in filming the various maneuvers. During the presence of the movie men there was much activity, both in the air and on the ground. The Group, operating with 4 squadrons of 18 planes each, led by the Group Commander's echelon of 3 staff planes, maneuvered in Group formation for the benefit of the aerial cameramen, who also "shot" individual squadrons performing squadron maneuvers, formations, landings and take-offs. Phases of tactical maneuvers were demonstrated and filmed, including aerial attacks and combat, squadron diving attacks in formation and by individual planes. Parts of the pictures taken here, released by the news reel companies, should prove of great interest to the layman in pictorially presenting the activities of this Group in its normal training and operation.

The issue of the Holly, Mich. "Herald" of March 31st says: "A group of 30 planes from Selfridge Field visited the Holly vicinity last Thursday, and for a long time circled over the town in various formations. Thanks for the exhibition come again when you want to see a good town." It is pleasant to learn that others besides moving picture industries are interested in the training of the Group.

17th Pursuit Squadron: Lieut. J.S. Griffith, Operations Officer of the doughty 17th, recently made the squadron casualty list when, in endeavoring to sock the gutta-percha spheroid in a handball game, he attained such a high velocity that he couldn't check himself before colliding with the side wall. Although the safety factor of his undercarriage bracing, of the order of 12, is designed to withstand the dynamic loads incurred in any and all maneuvers likely to be undertaken by a highly maneuverable pursuit pilot, it proved unequal to the strain. He tried to continue in commission for a couple of days, but finally had to give himself up to the medicos who, upon investigation, found a bone broken in his foot. He expects to be out of commission no more than two weeks.

The 17th chortled with fiendish glee (but also knocked vigorously on wood) when the 94th, our neighbor squadron on the hangar line, sent up to ask us for our spare P-6A's. We sent them some and hoped to gosh we wouldn't need them back. The 94th is getting tough on airplanes and expends them at the authorized lock-washer rate. If and when the 94th asks us for more planes, we will send them our two squadron wheelbarrows, since that is the only extra transportation we have.

The 17th had the first night flying session of the season on May 2nd, and thus provided another sign of spring. Three planes at a time took to the starry heavens and made many practice landings with the aid of the flood lights. As the planes flew over the post theatre they provided some interesting incidental sound effects which added to rather than detracted from the enjoyment of the movie. At least, so it seemed to your correspondent who happened to be in the audience.

27th Pursuit Squadron: Installation of radios in our tin-bellied P-12E's has been a diverting and often irritating pastime for the past month with the result that it now is almost impossible for a justly reluctant pilot to get into one of the afflicted ships and, once there, to find the few instruments necessary for operation of only the engine and flying controls. Operation of the radio itself is a possibility so remote that the idea of an attempt seldom occurs to the well-caged pilot.

Lieut. Bryant Boatner was successful in an assignment to bring from the Berliner-Joyce factory in Maryland a P-16, and is very glad the two-seater Pursuit type is a problem not assigned to the 27th Squadron.

Lieut. Charles Schott ignored an opportunity to distinguish his squadron when he drew himself a forced landing due to a broken oil line. For the last month pilots of other squadrons here have been jumping out of airplanes with considerable regularity, say once a week, and in an admirably off-hand manner, or at least nosing up a few times between acts, while the 27th has been plugging along with no publicity at all. Schott did the uninteresting thing of selecting a good field and landing it right side up.

Lieut. Roger M. Ramey, in a bold but successful attempt to get into this news letter, recently became the owner of a pop-eyed and unfortunate female Boston Toy Bulldog and now announces he is expecting several additions to his little family.

Resumption of night flying and the official opening of the golf season were the principal events of the month of April with the usual group problems and squadron flights occupying most of the time.



Lieuts. Roger M. Ramey, C.E. LeMay, George F. McGuire and Raymond P. Todd, detailed to ferry four of 18 P-12's to Langley, spent a more or less interesting three days at Uniontown, Pa., waiting for decent weather over the mountains to the east. After they did get away, water in his gasoline forced Lt. Todd to set down in a soggy field a few miles beyond the first ridge. After he had rolled nearly to a stop, his plane nosed over with only minor damage - pilot unhurt.

In the course of various squadron training flights, the 27th visited Kalamazoo and Battle Creek, Mich., and Columbus and Dayton, Ohio, and encountered considerable variety in both airports and climate.

57th Service Squadron: With the new machine shop and aero repair building awaiting only the concrete placements for the new machinery, the 57th is picking up all loose ends preparatory to a quick move to their new plant. The new blacksmith shop should be in operation by the time this reaches print.

A new Pilgrim Transport was added to the 57th's polygot collection of airplanes and already has been initiated into the intensive type of service which has been the lot of the C-4 and the two C-14 transports of the organization.

94th Pursuit Squadron: For some time the number of pilots in the 94th was rather limited, but with the coming of Spring things begin to look better. On May 1st, Lts. Sansbury and Lowry were transferred back to the 94th and Lieuts. Mosher and Jacobs received two months' active duty with their old squadron.

36th Pursuit Squadron: For nearly a week representatives of the leading photographic news agencies were at the field and daily made thousands of feet of film depicting the activities of the Air Corps. The 36th took part in most of these exhibitions before the camera. Inspections, tactical flights and exhibitions all played a part in the work, and the photographers left Selfridge with filmed records of practically every activity of interest engaged in at the field.

Lieut. and Mrs. Morris B. Harbold said good bye to their many friends at the field and set out for several weeks' leave prior to going to Washington. Lieut. Harbold is to be assigned to duty with the new coast defense unit to operate out of Bolling Field.

"Trust in God, but not safety belts," said one Lt. George F. Schlatter, promising 17th stunt pilot, as he reached for the bottom of the seat of his P-6E during one of his slow rolls. His hand encountered some unfamiliar gadget but he was undaunted. Something to grasp is something to insure remaining in his seat. The ship gave a lurch forward as if freed from some bond, but it was short-lived. The gas pressure was down. A very red-eared pilot reported the loss, in flight, of one belly tank.

The 17th Pursuit, under Capt. R.G. Hoyt, has been practicing a nine-ship flight formation similar to the type used by Attack units. This formation, with the inside element crossing over and the outside element passing under the leading element in turns, has proved to be quite maneuverable and serves its purpose of concentration of fire on those types of offensive missions where it is deemed necessary.

#### 5th Composite Group, Luke Field, T.H., May 9th.

Flying training for the month consisted of formation, night and cross-country flying, aerial bombing, communications radio, aerial gunnery, camera obscura, aerial navigation and reconnaissance, instrument flying, performance flights, and cooperation with other branches of the service.

The Sikorsky plane from this station performed an inter-island flight to the Islands of Molokai, Maui and Hawaii, transporting Mr. A.D. Fugh, representative of the National Aeronautic Association, who is gathering data on the general flying conditions and airports on the Islands.

2nd Lieuts. Ezekiel W. Napier and Otis A. Miller (Reserve) were transferred to Wheeler Field.

A recent arrival aboard the USAT ST. MIHIEL was 2nd Lt. Joseph W. Baylör, who was assigned to the Hawaiian Air Depot.

On April 9th a large crowd of Luke Field rooters turned out to witness the closely contested annual track and field meet between all squadrons and to watch the 65th Service Squadron capture first place in the 440-yd. run, the 220-yd. hurdle, the one-mile relay and the javelin, emerging victorious and nosing out the 23rd Bombardment Squadron, 44 to 42. Sgt. Tufts, who won the 440-yd. dash in 57-1/5 seconds, coached the team to victory through hard and strenuous training. He and his track team brought great credit to their squadron through their admirable work and by winning the greatly coveted track trophy, which is a large silver cup in memorial to Major Sheldon H. Wheeler. First Sgt. Calvert and other noncommissioned officers of the Squadron gave a turkey dinner at the Post Exchange for the entire team. This recognition was, of course, highly regarded by all of the Squadron contenders. The 50th Obs. Sqdn. made a good showing, Lieut. F.R. Dent, Captain of the track team, winning the 880-yd. relay. Pvt. B. Hess finished third in the 220-yd. dash and Pvt. O.K. Singleton third in the 2-mile run. The 23rd tracksters, under the able direction of Lieuts. "Larry" Pugh and Francis Williams, athletic coaches, ran up a surprising number of points throughout the meet, but were finally downed by the 65th. Lieut. Pugh was second in discus; Private Williams won both the mile and half mile; Private Beemer, the 2-mile; Private Baddour, 100-yd. dash; Private Searcy, 800 yds.; Private Marsh, shot put; Sgt. Vickery, discus; Private Smith, second in mile. Privates Allender and Moss were the high scoring individuals of the 4th Observation Squadron.

The Sector Track and Field Meet was held April 23rd. Much to the sorrow of the writer, we were unable to continue our long string of victories and had to be content with second place, first honors going to Fort Kamehameha.

50th Observation Squadron: Among the many missions with other branches of the service the past month, those in cooperation with the Field and Coast Artillery predominating. Aerial gunnery is being carried on at the Waimanalo Gunnery Range, and it is expected to complete all training in both fixed and flexible guns during May.

The Day Room is nearing completion and the enlisted men will soon have a fine place to meet and talk things over. New offices are nearing completion for the Operations and Engineering Officers. April 29th was Organization Day, and all Squadron members spent the day at Kailua and had a good time.

Master Sgt. Bernard Wallace, transferred to this Squadron, assumed the duties of Hangar Chief. Sgt. Mize, who came from Randolph Field, was transferred to the 65th, and Sgt. George Chalmers was transferred to this Squadron.

Lieut. W.E. Karnes is about the busiest officer at Luke Field. After taking over all of Lt. Napier's duties, prior to the reassignment of Squadron duties, he will be Squadron Adjutant, Supply Officer, Mess Officer, Communication Officer and Athletic Officer. Lts. E.W. Napier and H.B. Lathrop, Jr., received official commendation from the Wing Commander for their work during the Grand Joint Army and Navy Maneuvers.

72nd Bombardment Squadron: Lieut. J.M. Thompson left for Fort Crockett, April 14th. "Tomnie" is no doubt singing "Texas, here I come," being a native son of that grand old State. The Squadron wishes him well at his new station.

This Squadron has been flying an average of two night missions a week during the past month for the Coast Artillery in connection with searchlight training. Winter flying clothing is necessary, most missions being from 5,000 to 12,000 feet.

Tech. Sgt. King, of March Field, Calif., is a new arrival, replacing Tech. Sgt. Schaefer, who departed sometime ago for Randolph Field. First Sgt. Hill, Staff Sgts. Silva and House extended their foreign service tours to May, 1933.

Lieut. Edgar R. Todd, who left for Langley Field, will be missed by all. The "Secret Six" found that the one and only - if the society editors are to be believed - "dashing young bachelor, Lieut. Edgar R. Todd, of Luke Field," started dual instructions April 30th. All agreed that he showed rare judgment in getting hitched here among friends, who will no doubt see that he gets the right start without the usual stunts young Air Corps officers have to live thru on some posts. Oh, yeah!

4th Observation Squadron: During the month, numerous cooperative experimental long range missions were performed with the Harbor Defenses of Pearl Harbor. The Douglas Dolphin, temporarily assigned this squadron, is being used for this work. A simulated Artillery adjustment for the 11th Field Artillery was performed on April 25th.

On the evening of April 13th, an "Aloha" turkey dinner was held in honor of 1st Sgt. J. Montgomery, who left for Mitchel Field on April 14th. At the same time, this dinner was a welcome to our new First Sergeant G. Sproesser.

#### 18th Pursuit Group, Wheeler Field, T.H.

Last month the tactical work of the Group consisted principally of Pursuit vs Attack - with all possible variations and embellishments. Camera guns were used to a limited extent and results were beneficial to all personnel participating. Also, radio received more than its normal share of attention. Lt. Dice, our recently acquired Communications Officer, demonstrated his uncanny ability in wresting sound from space to our eminent satisfaction. Lieut. Ridenour, Air Corps representative from the mainland, finished his thorough engineering inspection at this station. Needless to say, aside from the corrections he made, we are glad of this opportunity to have many of our problems straightened out.

The Group was disappointed at the news that the two Pursuit Squadrons scheduled to be added to this Group in June, under the 5-Year Program, will not be organized until after July 1, 1933. Although new hangars are being rapidly erected, this does not relieve what might have been a very crowded condition for a time.

6th Pursuit Squadron: Gunnery started April 26th. A tentative plan was drawn up for all Squadrons by the Group Operations Officer, which permits each Squadron to fire daily until Nov. 1st, when we complete record firing. We recently participated in a Wing Review and critique at Luke Field.

19th Pursuit Squadron: To our regret, Tech. Sgt. Ballard B. Small returned to the mainland with his family, April 14th, having completed his tour of duty.

26th Attack Squadron: During the past month we worked in cooperation with the Pursuit Squadrons, acting as targets for Pursuit attacks. Among the most enthusiastic of our rear gunners are Major Murphy and Capt. Etheridge, who with aid of Camera Guns, were able to bring back proof of their marksmanship.

Another marksman worthy of mention is Dan Cupid, for this Squadron lost another bachelor when Lieut. John E. Nuhn was married April 14th to Miss Laura Switzer. The Squadron wishes them much happiness.

Six members of the Squadron completed the course of airdrome defense under direction of Lieut. McCoy, firing on the 1,000 inch range. In addition, all members of the Squadron completed one hour's instruction in use and care of gas masks.

Lieut. McCoy left for the mainland April 14th on leave. Lieut. Graham is acting as Squadron Supply Officer in his absence.

75th Service Squadron: Lieut. and Mrs. Wm. O. Eareckson are the proud recipients of a baby girl, born April 15th at the Station Hospital, Schofield Barracks -- Lieut. C.H. Earnest, lately from Luke Field, and assigned as Squadron Adjutant, was attached to the 6th Pursuit for flying -- Lieut. Eareckson, relieved as Squadron Adjutant, capably assumed his new duties as Assistant to the Station Engineering Officer, Lieut. Tourtellot.

Hawaiian Air Depot, Luke Field, T.H.: During the period March 26th to Apr. 25th, 3 P-12B and 2 P-12C airplanes were completely overhauled. A third Douglas Y1C-21 was received, assembled and placed in service. Minor repairs were made on 2 O-19B airplanes. The Douglas Y1C-21 being used by the Coast Artillery in experimental range finding work was in the Depot three different times. The necessity for grounding these planes at the end of every 25 hours, for replacement of engine parts, and the number of hours flown for the Coast Artillery, make this Douglas a frequent visitor at the Depot.

The Engine Repair Section overhauled 9 SR-1340D engines and repaired two R-975E engines during the past month -- The Machine Shop completed 60 jobs on Work Orders and 241 on Instruction Slips.

#### Wright Field, Dayton, Ohio, May 16th.

We do not remember what sort of day April 15th showed itself to be, but files would no doubt prove it to have been mild and sunny with a tingle leading mortals to restlessness and a desire for activity. A goodly volume of "clearing" took place at Wright Field. Major Kepner took off for Detroit, picking up Capt. Howard, who had flown there previously, for the return flight. Captains F.D. Hackett flew to Detroit, as did A.W. Vanaman, A.J. Lyon to Philadelphia, Lieuts. F.D. Klein to Buffalo; E.K. Warburton to Beloit, Wis.; J.D. Corkille to Montgomery; E.P. Rush to Selfridge Field; Raymond Morrison to Detroit; G.V. Holloman to Chicago; D.W. Watkins to Bolling Field; J.T. Morris and F.M. Hopkins to Chamute Field; K.B. Wolfe and Capt. A.M. Drake to Chamute; W.N. Amis and Major E.H. Fisher to Atlanta; L.P. Holcomb to Scott Field and Capt. Clements McMullen to Trenton, N.J. On the same day Major Hugh Knerr ferried to the field a B-6A from Langley Field and Lt. A.R. Crawford a PT-12 from Buffalo.

Lieut. P.H. Kemmer flew to Langley Field April 19th to investigate the structural failure of the P-12D plane which occurred a few days previously.

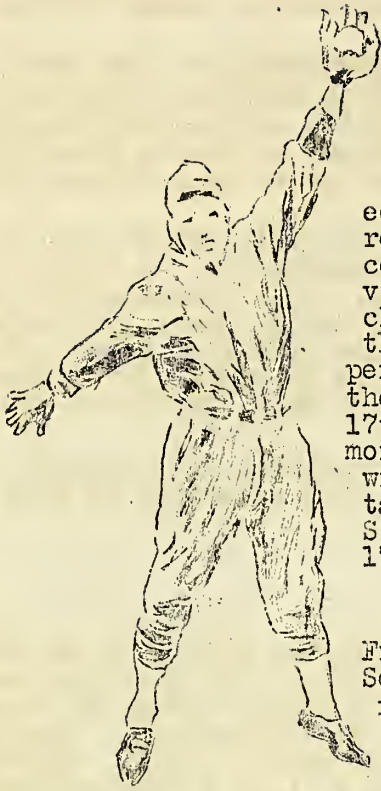
Lieut. E.M. Powers and R.L. Schumaker took off April 21st for San Antonio and Fort Crockett to investigate magneto failures reported -- Lt.-Commander G.R. Henderson and Lt. R.E. Farnsworth, US Navy, arrived April 21st for a few days' conference with the Field Service Section -- Major F.H. Coleman left April 24th for Picatinny Arsenal to confer with the Commanding Officer thereof -- Captain R.E. Hardy, Ordnance Dept., Washington, D.C., member of the Silk Commodity Committee, arrived May 3rd for a conference with the Industrial War Plans Section -- Lieut. K.B. Wolfe went to Fort Riley, Kans., May 2nd to ferry an O-25 plane to Wright Field -- Thirty-eight students of the aeronautical course of Purdue University, under the direction of G.W. Haskins, Professor of Aeronautics, visited Wright Field on April 24th -- Lieut. J.E. Parker flew to Washington on April 29th with Representatives B.Q. Harlan and A.L. Somers as passengers, -- Major Hugh Knerr took off on May 16th for Selfridge Field, Bolling and Maxwell Fields, and Fort Bragg, N.C., for conferences regarding service matters at the various stations -- Captain R.C. Moffat left for Dundalk, Md., May 13th to ferry a new YO-27 to Wright Field from the plant of the General Aviation Corporation -- Maj. E.L. Hoffman left the field May 9th for leave of absence which has been spent fishing -- J.B. Johnson, Chief of the Materials Branch, attended a meeting of the Metals Committee in Washington -- Major J.W. Jones of the Office Chief of the Air Corps, stopped at Wright Field April 19th on his way from Washington to Chicago. Capt. Hugh Elmendorf and Lieut. Newton Longfellow also dropped down from Washington, the former enroute to Cincinnati. Lieut. R.C. McDonald, Brooks Field, was a visitor, and Capt. W.D. Wheeler and George Kenny stopped over on their way from Columbus to Langley Field -- Capt. R.C. Moffat flew to Selfridge with Lt. Wood, Air Reserve. He ferried back a PT-12 from that station. Lieut. J.E. Parker ferried an XA-8 to Buffalo on May 4th. -- Lieut. C.D. McAllister with Captain Bruce Hill flew to Bowman Field for the Air Corps-Anti Aircraft maneuvers -- Lieut. C.S. Thorpe and R. Ferguson, Armament Engineer, flew to Kelly Field, Fort Crockett, Pensacola and Montgomery, for conference with commanding officers of those stations regarding aircraft armament.

Lieut. K.B. Wolfe took off on April 18th for a flight to Buffalo, Hartford, Newark, N.J., and Baltimore, Md., visiting manufacturers' plants in each place in connection with inspection matters.

General Oscar Westover and Lieut.-Col. H.B. Clagett flew in from Washington on May 3rd, the General remaining for several days' visit as the guest of the Chief of the Materiel Division, General Pratt.

Brig. General H.C. Pratt, Majors R.M. Jones, H.A. Strauss, Hugh Knerr and Capt. A.W. Vanaman attended the meeting of the Procurement Planning Board in Washington, returning to Wright Field April 27th.

Lieut. F.W. Warburton, Air Reserve, brother of Lieut. E.K. Warburton, of the Engineering School, reported for two weeks' active duty and was assigned to the Industrial War Plans Section.



The truest harbinger of spring at Selfridge Field is the sight of Pvt. Scheib, the Athletic Officer's hard-working assistant, hard at it on the ball diamond rolling the infield, levelling off the pitcher's box, weeding the base lines and in general getting the battlefield ready for the hot battlers. Scheib has the diamond pretty well in shape now, and already the squadron ball players have gotten organized and are having regular practice sessions. Your correspondent interviewed the various squadron baseball coaches and was given the usual confident predictions of victory by each one of them. Every single coach firmly claimed that his squadron would carry off the pennant at the end of the inter-squadron baseball series. If past performances count, Lieut. Ryan, coach of the 17th, has the best chance of having his prediction come true. The 17th still has Private Dusing pitching for them, and many more of the sterling players of last year's pennant-winning team. But the scores of the games will tell the tale, and the teams of the 36th, 27th, 94th and 57th Squadrons will certainly not concede the victory to the 17th in advance.

-----  
At the close of the third week's play in the Brooks Field Inter-Squadron Baseball League, we find the 62nd Service Squadron holding down the top berth, enjoying a full game's lead over the 58th Service Squadron. The 12th, 22nd and 88th Observation Squadrons are holding down third, fourth and fifth places, respectively.

The 58th leads in club batting with an average of .322; the 62nd in club fielding with .926. Jones, of the 62nd, leads the pitchers with four victories and one loss, also in strikeouts with 52. He is no novice with the flail either, having an average of .529 in 17 times at the bat. Other players having high batting averages, with ten or more times at bat, are Elevins, Bell and Frazier of the 58th; D. Wood, Broiles and Blann of the 62nd; and Peterson, Hess of the 88th.

-----  
In the field of baseball, the Duncan Field Airmen have been the terror of the City Amateur Leagues in past years, and recent developments seem to indicate that they have not lost any of the old pepper, under the able direction of Chas. H. Leipart. In the Sunday Morning League, they won their first game on April 17th, score 9 to 0 - a game marked by a home run and dandy fielding work by Roy Dixon, shortstop, although all the members of the team may be said to be equally good. They also took the second game on April 24th, score 10 to 4, same being played under the handicap of extremely rainy and muddy conditions.

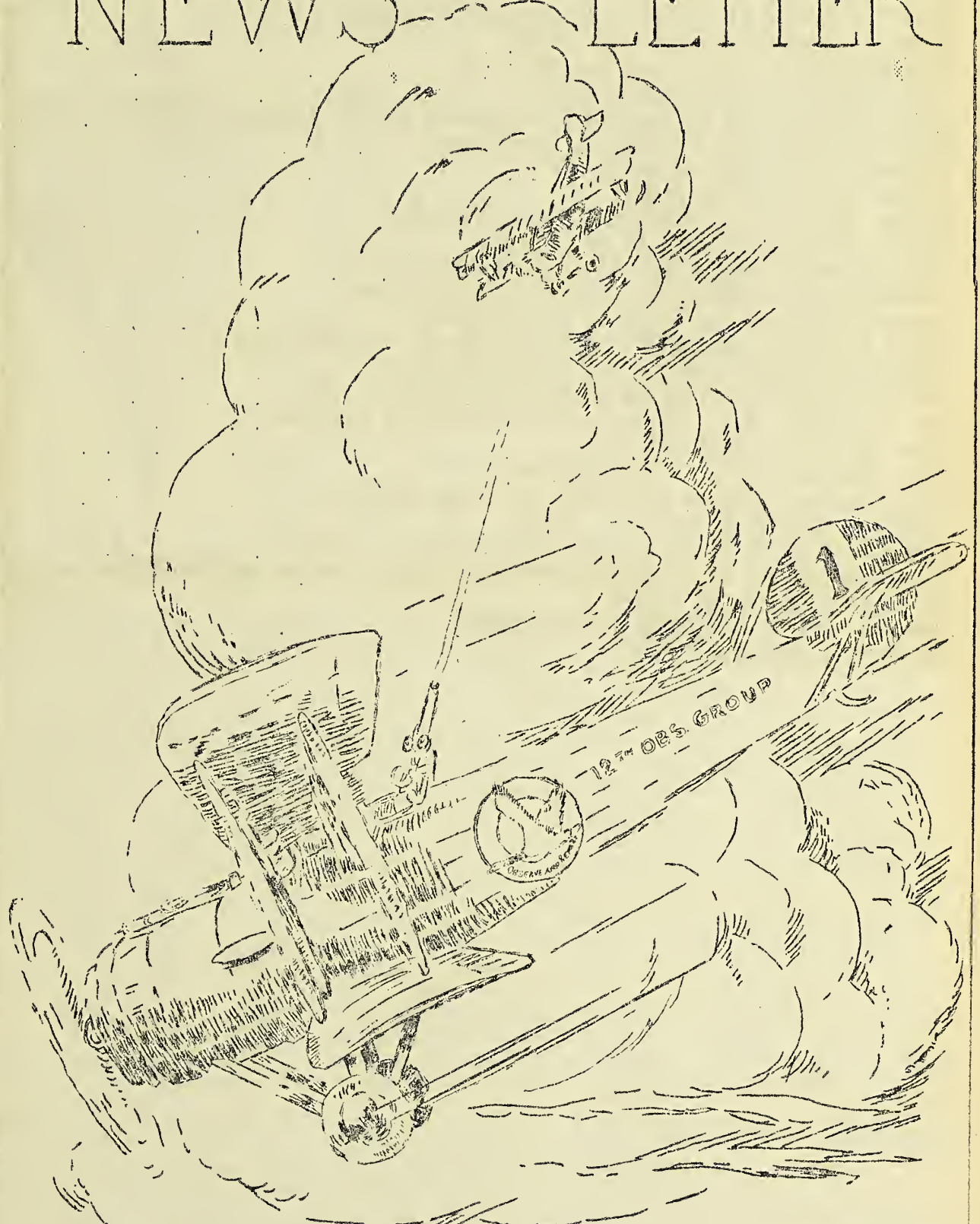
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The 1932 baseball season for Mather Field ended, with the 80th Service Squadron winning the post championship, being credited with nine victories to one defeat. The 77th Pursuit Squadron won second place, and the 55th Pursuit Squadron third. The season was a success, the games being fairly well attended and the players themselves having an enjoyable time. A Post team has been organized from the best material at the field and quite a few outside games have been played. The team will operate independently of any league, but will play other teams in different leagues. Besides these games, the team plans to journey to March and Crissy Fields to play other Army teams. The team has had several opportunities to join leagues in Sacramento, but due to the uncertainty of our stay here it was not deemed advisable.

-----  
The 17th Pursuit Sqdn. baseball team, with last year's championship as an inspiration, has been practicing religiously, when not hindered by the frequent spring rains, for the approaching baseball tournament among the Selfridge Field squadrons.

-----  
The Inter-Squadron baseball series at Luke Field, T.H., came to a close on April 22nd, with the 4th Observation Sqdn. taking first honors. The series was unusually close, with only a difference of two games between first and last place. The Post baseball team is coming along in fine shape, under the able hands of Coach Lieut. Zimmerman. Even though we have only three or four of last year's players, we have lots of new material and should be well up in the running at the end of the season.

-----  
The 18th Pursuit Group baseball team has been showing up well under the direction of Lieut. Stribling, coach, and Corp. McDonough, manager. To date, all practice games have been won, including games with the Marines, 11th Field Artillery and the 21st Infantry. This should give an idea of the team's strength. Sgt. Winninger, with a good reputation as a pitcher, recently arrived from Fort Crockett, and the team has great hopes for him in particular. League games have just started, and next month we hope to be able to report a string of victories.

# AIR CORPS NEWS LETTER



H. S. COLLINS  
H. Q. 12TH. GROUP  
BROOKS FIELD

ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

June 22, 1932.

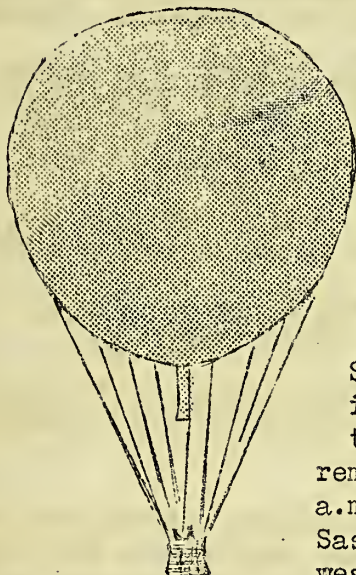
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Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing in this publication.

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### AIR CORPS TEAM WINS NATIONAL ELIMINATION BALLOON RACE



The victory of 1st Lieut. Wilfred J. Paul (pilot) and Master Sergeant John Bishop (aide), who piloted Army Balloon No. 2 in the National Elimination Balloon Race, which started from Omaha, Nebraska, on May 30th last, marks the fifth time in the history of this annual free balloon classic for the Litchfield Trophy that an Army entry carried off first honors.

The Air Corps team of Captain William J. Flood (pilot) and 1st Lieut. Haynie McCormick, aide, piloting Army Balloon No. 1, finished in third place, landing at Sherwood, N.D., a distance of 605 miles from the starting point. Lieut. Paul and Sgt. Bishop, the latter, by the way, being a Lieutenant in the Air Corps Reserve, remained aloft 26 hours and 46 minutes, landing at 1:00 a.m., June 1st, at a point 13 miles north of Hatton, Saskatchewan, Canada, approximately 901 miles north and west of Omaha.

Second place went to the Goodyear Tire and Rubber Co. entry of Roland Blair, pilot, and Frank Trotter aide, who finished their long aerial jaunt near Tyvan, Saskatchewan, Canada, a distance of 700 miles from Omaha.

The history of this annual free balloon race, dating back to the year 1909, is marked thus far by 22 annual contests. There was no race in 1917 and 1918, due to the World War. The distinction of covering the longest distance thus far in the National Elimination Balloon Race belongs to Mr. Ward T. Van Orman. In the race which started from San Antonio, Texas, April 23, 1924, he traversed a distance of 1072 miles before landing. Van Orman also holds another record, that of winning the competition for four consecutive years - 1924 to 1927, inclusive. Three-time winners are Messrs. H.E. Honeywell and R.H. Upson. Lieut. T.W.G. Settle, U.S. Navy, achieved two victories.

Winners of the National Balloon Races are listed below, as follows:

- 1909 Indianapolis, Ind., June 5th. Won by John Barry, landing at Ft. Payne, Ala. Distance 377.92 miles. Contestants 6.
- 1910 Indianapolis, Ind., Sept. 17th. Won by Alan R. Hawley (pilot), Augustus Post, (aide) landing at Warrenton, Va. Distance 453 miles. Duration, 44 hrs. 25 minutes, 30 seconds.
- 1911 Kansas City, Mo., July 10th. Won by Lieut. Frank P. Lahm (pilot), Lieut. J. F. Hart (aide), landing at LaPaz, Ind. Distance 480 miles. Duration, 22 hrs., 26 minutes. Contestants, 7.
- 1912 Kansas City, Mo., July 27th. Won by H.E. Honeywell (pilot), R. Donaldson (aide), landing at Manassas, Va. Distance, 914 miles. Duration, 34 hrs. Contestants, 7.
- 1913 Kansas City, Mo., July 4th. Won by R.H. Upson (pilot), R.A.D. Preston (aide), landing at West Branch, Mich. Distance, 685 miles. Contestants, 5.
- 1914 St. Louis, Mo., July 11th. Won by R.A.D. Preston, landing at Mt. Pleasant, Ky. Distance 301.82 miles. Contestants, 9.
- 1915 Wichita, Kansas, October 7th. Won by William Assman, landing at Prescott, Arkansas. Distance, 363 miles. Contestants, 4.
- 1916 Muskogee, Okla., October 7th. Won by H.E. Honeywell, landing at Cascade, Iowa. Distance, 520 miles. Contestants, 6.
- 1919 St. Louis, Mo., October. Won by R.H. Upson (pilot), Ward T. VanOrman (aide), landing at Stanbridge, Quebec, Canada. Distance, 1021 miles. Duration, 26 hrs. 45 minutes. Contestants, 9.
- 1920 Birmingham, Ala., September 25th. Won by H.E. Honeywell, (pilot), Dr. Jerome Kingsberry (aide), landing at Chatham, Ontario. Distance, 700 miles. Contestants, 12.

- 1921 Birmingham, Ala., May 23rd. Won by R.H. Upson (pilot), C.G. Andrus (aide), landing at Stuart, Va. Distance, 425 miles. Contestants, 9.
- 1922 Milwaukee, Wis., May 31st. Won by Major Oscar Westover, Air Corps, (pilot), Lieut. Carlton Bond, Air Corps (aide), landing at St. Jerome, Canada. Distance, 866.5 miles. Contestants, 12.
- 1923 Indianapolis, Ind., July 4th. Won by Lieut. R.S. Olmstead, Air Corps (pilot), Lieut. John W. Shoptaw, Air Corps (aide), landing at Marilla, N.Y. Distance, 449.5 miles. Contestants, 13.
- 1924 San Antonio, Texas, April 23rd. Won by Ward T. Van Orman (pilot), C.K. Wollam (aide), landing at Rochester, Minn., distance 1072 miles. Contestants, 7.
- 1925 St. Joseph, Mo., May 1st. Won by Ward T. Van Orman (pilot), C.K. Wollam (aide), landing at Reform, Ala. Distance, 585 miles. Contestants, 5.
- 1926 Little Rock, Ark., April 29th. Won by Ward T. Van Orman (pilot), W.W. Morton (aide), landing at Petersturg, Va. Distance 848 miles. Contestants,
- 1927 Akron, Ohio, May 30th. Won by Ward T. Van Orman (pilot), W.W. Morton (aide), landing at Hancock, Maine. Distance, 713 miles. Contestants, 15.
- 1928 Pittsburgh, Pa., May 30th. Won by Captain W. E. Kepner, Air Corps, (pilot), Lieut. Wm. O. Eareckson, Air Corps (aide), landing at Weems, Va. Distance 261½ miles. Contestants, 14.
- 1929 Pittsburgh, Pa., May 4th. Won by Lieut. T.G.W. Settle, USN (pilot), Ensign Wilfred Bushnell, USN (aide), landing at Canavoy, Savage Harbor, Prince Edward Island. Distance, 952 miles.
- 1930 Houston, Texas, July 4th. Won by Roland J. Blair (pilot), Frank A. Trotter (aide), landing at Greensburg, Ky. Distance, 768 miles. Contestants, 15.
- 1931 Akron, Ohio, July 19th. Won by Lieut. Thomas G.W. Settle, USN (pilot), Lieut. Wilfred Bushnell, USN (aide), landing at Marilla, N.Y. Distance, 215 miles.

Captain Flood, relating the story of his balloon flight, stated that they took off from Omaha at 7:00 p.m., during a pretty stiff wind storm; that due to the heavy wind the grommets on the basket gave way and the balloon more or less broke away.

"We got away with considerable ballast, about 32 bags," he said, "and just as soon as we managed to get the balloon in equilibrium we checked our ground speed and figured we were making a speed of approximately 59 miles an hour at an altitude of about 2,000 feet. We oscillated up and down the entire evening and, due to the darkness and the approaching storms, we lost sight of the ground. As a matter of fact, we saw the ground but once after that until we landed the next day.

At about 11:00 p.m., the balloon struck some object, and upon glancing at the altimeter it was noticed that it registered a thousand feet. We concluded that the altimeter was not functioning correctly and that what we hit was probably one of those tall grain elevators lying along the western railroad tracks, because we only hit once and had we been in some hills we would probably have bumped several times. From this point we continued our flight at an altitude of between 3,000 and 4,000 feet until daybreak, which was at about three o'clock. We then caught a glimpse of the ground and checked our direction north. We had pretty fair ground speed. All during the night we traveled from one storm into another, these storms producing a considerable amount of electrical disturbances. At 4:00 o'clock, we decided to go higher, as we had planned to fly the race at a low altitude the first night and gain altitude the next day in order to take advantage of the prevailing westerly winds.

Upon reaching 15,000 feet, we checked our balloon and it oscillated between 13,000 and 17,000 feet until about 11:45 a.m., when storm areas started building up which caused the contraction of our gas and started us on a rapid descent. At this time we had five bags of ballast left, plus some other disposable ballast, and we endeavored to check the descent of the balloon, but our efforts were in vain and our rate of descent increased rather than diminished. We were losing altitude at the rate of approximately a thousand feet a minute, and when we reached the 7,000-ft. level we were in the midst of a heavy rain storm with the clouds reaching down to within about 200 feet of the ground. Our balloon hit the ground with terrific force, and on the first bounce we immediately endeavored to get rid of all the remaining disposable ballast. A fierce gale was blowing on the ground which carried us directly into a high tension line on the outskirts of Sherwood, North Dakota. The impact of the balloon broke the high tension line and threw us against some small trees, thus breaking our fall. Just prior to hitting the high tension line, we ripped the



balloon.

Aside from the severe jolt and the shaking up we received, neither Lieut. McCormick nor myself was injured, and we consider this balloon flight one of the most exciting within our memory."

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In connection with the victory of Army Balloon No. 2 in the Balloon Race, the News Letter Correspondent from Scott Field submits the following:

"Master Sergeant Joseph H. Bishop, aide to Lieutenant Wilfred J. Paul in the Army balloon, unofficial winner of the 1932 National Balloon Race held last week, returned to Scott Field Saturday and again is on duty with the Ninth Airship Company. According to estimates given today, the Army bag was winner by approximately 200 miles over the Goodyear entry, but the official decision has not yet been released by the American Aeronautical Association which has jurisdiction over the race.

Taking time from his duties this morning, Sergeant Bishop told of some of the experiences of the trip. A complete log was kept of the trip and all technical details are given, but Bishop's interview today was confined to the most important highlights.

'Our bag was inflated during the late afternoon of May 30th,' Bishop said, 'while a gusty wind estimated at from 20 to 40 miles an hour was blowing. It required 200 men to hold the balloon in position but the work was completed without mishap and we were ready for our flight at 7:30 o'clock that night.

Leaving Omaha, the starting point of the race, we rode in front of a low pressure storm, but surrounded by rain and an electrical display. Early in the night we were drawn into the storm. The riding was smooth at an altitude of between 1200 and 2000 feet, in spite of the constant rain, and we found we were being carried in a general north and west direction by the prevailing wind.

Later in the night we tried to get out of the rain, and by dropping ballast, rose to a level of 12,000 feet but found there we were still under the clouds. During that time we passed through two distinct snow storms.

The following morning was free from electrical storms but the clouds still were heavy and during much of the day we were above one layer of clouds and below another layer of thin clouds. About 4 o'clock that afternoon, we let enough gas out of the bag to get within 300 feet of the ground to check our position and there found we were over Bengough, Saskatchewan, Canada.

Just about that time there was a rift in the clouds and the direct sun rays warmed the gas in the bag and sent us up to 6,000 feet height against our will. We wanted to stay nearer the ground in order to keep a check on our position. Resorting to the valve a second time, we were able to get back near the ground and maintained that level until we crossed Crane Lake, where the radiation from the water had the same effect as the sun's rays and again we took a sky jump.

By the time we descended again we found the wind had changed and that we were then being carried in an easterly direction. Rules of the race provide for the shortest air distance, measured on a great circle course, between the starting and stopping point, regardless of the miles traveled. Up to that time we had been going north and west, so a change to the east would have had the effect of shortening our distance from Omaha. We could not catch an air current going the way we wanted to go so we agreed to land as the only means of saving our mileage. The landing was made successfully at one o'clock Wednesday morning.'

When the landing was made, Lieut. Paul and Sergeant Bishop still had 200 pounds of ballast, enough to have enabled them to have flown 10 to 12 hours longer if they could have located favorable winds."

-----  
Lieut. Wilfred J. Paul, originally scheduled to act as aide to Lieut. R.R. Gillespie, and who took the role of pilot upon the withdrawal of the latter due to injuries received enroute to Omaha, submitted the following official report on the flight of Army Balloon No. 2:

" \* \* \* 2. Prior to time of take-off, the various positions were drawn. Captain Flood drew Post No. 4 and Lieut. Paul, No. 5.\* The race was scheduled to take the air at 5:00 p.m., but due to adverse weather conditions the start was delayed until about 6:30 p.m. Several of the civilian entrants had difficulty with envelope leaks and waived their position of take-off. At the actual time of departure, Captain Flood took off second and Lieut. Paul third.

\* Six balloons were entered in the race.

Much difficulty was encountered in securing an accurate weigh-off, as the balloons wavered back and forth in a 25-mile wind. Serious difficulty was avoided due to skillful maneuvering of Major W.E. Kepner, who has National and International prizes to his credit.

3. U.S. Army Balloon No. 2 took off at approximately 7:00 p.m., 30 May, 1932. The static condition of the balloon was not accurately known, with the result that we drifted along the ground at an altitude of about 50 feet. Upon the discharge of ballast, we rose to an altitude of approximately 2,000 feet. At this time the cloud formations were thick cumulous, with a base at about 3,000 feet. This altitude was maintained until darkness set in. At about ten o'clock we noticed directly to the north of us and in our path several electrical disturbances. We rose to an altitude of 3,000 feet and received a pronounced cooling effect, due to the moisture of the clouds. We then descended and at midnight distinct thunderbolts were heard and we felt ourselves being drawn closer to the lightning displays. The flashes of lightning gave the clouds a silvery brilliance; the path of lightning was not only between the clouds and the ground, but also between two separate clouds. Early the following morning we estimated this disturbance at a distance of about one-half mile. We settled to an altitude of approximately 500 feet and skirted this dangerous condition. Up to this time we had been drifting due north, but upon taking a compass bearing we found our direction of drift had changed to northwest and that the electrical disturbance had subsided, which was a great relief, indeed.

As the sun rose the second morning, the balloon ascended to about 7,000 feet, finally drifting us between two layers of clouds; the one above having the aspect of a cumulo-nimbus formation. At about 9:00 o'clock the second morning it began to rain and it was necessary to dispose of several hundred pounds of ballast in order to counteract the moisture absorbed by the envelope. We carried on under such conditions for the better part of the day. The balloon rode smoothly and there was no indication of further electrical fireworks, much to our satisfaction.

In the early afternoon of the second day the clouds below began to dissipate and we could occasionally see the ground. We took a compass bearing and found we were still drifting in a northwesterly direction. The monotony of the trip began to tell on us - it reminded one of drifting over the barren snows of the Arctic region. Bishop and I attempted to eat a little food at this time, but the night before had rather unnerved us and our appetites had failed.

We finally ascended to our maximum altitude of about 10,000 feet. After staying at this height for several hours, we became drowsy and it was necessary to use some of our oxygen. It is interesting to note that at this altitude our eyelids became heavy and that this condition was counteracted by inhaling a small quantity of oxygen. Here we were drawn into a large thunder head in which snow began to fall. The weight of the snow on the envelope caused us to descend; at an altitude of about 7,000 feet the snow dissipated to rain and upon further descent the rain condensed and we were again in clear weather.

The clouds at this point became broken and scattered and we had our first vision of direct sunshine. We noticed below us a grain elevator and attempted to locate our position from it. We were unable to read the sign on the elevator, however, even with the aid of powerful binoculars. At this time our position had again changed and we were drifting in a due westerly direction.

The direct rays of the sun super-heated our gas at this point sufficiently to bring us again to an altitude of about 8,000 feet. We rode at this altitude for the next three hours. The cooling condition of the evening caused our gas to contract and we again descended to an altitude of about 500 feet. We finally passed a small town, and upon inquiry from the inhabitants found we were in Saskatchewan, Canada. The name of the town was given us, but we were unable to locate it on the map.

In our westerly course we traversed a highway. Several automobiles rode beneath us, and upon inquiry we found ourselves in Gull Lake, Saskatchewan, Canada. The clouds were still broken and scattered and varied from the cumulous to the cirrus type. Just before night overtook us, we again discovered a storm area in our path and looked forward uneasily to a repetition of the preceding night. We remained at a rather low altitude in case of further lightning disturbances. At about midnight of the second night we again ran into a rain storm. At this point we took a bearing and found that our course had changed to a northerly direction. The rain continued to fall in torrents; we

approached the ground, took a final bearing and noted that our course had changed to a northeasterly direction. We discussed this change and agreed that we were retracing our course, much to our disappointment, and decided to land.

4. Due to the blackness of the night and the rainy condition we were unable to locate the ground in landing. The barometer had dropped, which affected our altimeter. At zero on our altimeter we found we were still in the air and at minus 150 feet on our altimeter. We hit the ground and ripped the envelope, thereby releasing our hydrogen, or lifting element. The landing occurred at 1:00 a.m., June 1, 1932.

5. We were rather disappointed in being forced to land due to this change of wind direction, as we had 300 pounds of ballast left and also two oxygen tanks, which we could have disposed of in an emergency. We were unable to tell exactly where we were; we could see no signs of life in the near vicinity, so we decided to improvise a shelter. We had been in the air about 30 hours and had had no sleep during that time, nor any sleep for 12 hours prior to departure. We were very fatigued and were soon sound asleep, regardless of our soaked condition and of the downpour about us.

At sunup we awoke in a dazed and chilled condition. We found we had landed in prairie country and located with great satisfaction a homestead about a mile and a half away. The homestead belonged to Mr. Willing, who lived with his wife and grown son. A hearty breakfast was prepared for us, which we had no difficulty in devouring. We then proceeded to pack our equipment with the aid of the two ranchmen. This task was rather difficult, due to the muddy condition of the soil and also due to the soaked condition of the envelope and equipment. We inquired as to the nearest rail point and found that it was but three miles away. However, upon further inquiry, we found that the train schedule was a bit irregular; two trains made the spur trip each month; the next train was due in a week from the coming Saturday. We then decided to make the trip to the main line, a distance of about 14 miles, to Hatton, Saskatchewan. We loaded the equipment on a prairie wagon drawn by two bronchos and finally, after three hours, arrived in the town mentioned above. It was during this journey that we really realized the importance of springs and shock absorbers.

Upon arrival at Hatton, which had been greatly boosted to us, we found there were neither hotel nor eating accommodations. We were especially interested in a good night's rest. Upon making the arrangements to ship our equipment back to the United States, one of the natives was kind enough to take us to the nearest hotel, which was a further distance of about 30 miles. We finally arrived at the town of Maple Creek. This town far surpassed in beauty and hospitality anything we had ever encountered. We here met the Canadian Customs official, who did everything in his power to assist us. We then made contact with the U.S. Consul at Regina, Saskatchewan, and arranged for the shipment of our equipment and our re-entry into the United States. We finally arranged to leave Maple Creek midnight on Thursday, 2 June, 1932, but were again disappointed, as this train had been delayed 15 hours due to the washout of a bridge farther west.

Later, upon our arrival in Winnipeg, we inquired of the Canadian Airways their schedule and rates. Much to our surprise, the manager offered us the courtesy of the airline and, incidentally, a pass to their terminal point. The attitude of the Canadian officials and civilians was indeed gratifying; they went out of their way to offer us the utmost in courtesy and hospitality.

6. The most exciting part of the air trip was the first night, which was indeed long and uncertain. At the end of about 20 hours it became very monotonous. Were it not for Bishop's excellent sense of humor we might have felt inclined to set the balloon down. Finally, upon landing, we were unaware that we had won the race. We felt that we had done well; at least, we had done our best, which in itself is satisfying.

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Featuring the programs of Station KFXM, San Bernardino, Calif., is the broadcast on alternate Tuesday evenings by the First Bombardment Wing Band from March Field, Calif. On each program, an officer of the field delivers a fifteen-minute address on an Air Corps subject. The speaker for May 17th was Major J.T. McNarney, Commanding Officer of the 7th Bombardment Group, his subject being "Mission and General Organization of the Air Corps." On May 31st, Lieut.-Colonel Henry H. Arnold, Commanding Officer of March Field, spoke on "Development of Aviation and Procurement of Aircraft."

## MAPPING SURVEY OF LOUISIANA COMPLETED



WITH the return of Lieut. Herman F. Woolard, Air Corps, to Scott Field after a three months' tour of duty in Louisiana, another chapter was written in the progressive mapping project by the United States Geological Survey of the Department of the Interior. This one was written with the active cooperation of the Army, inasmuch as various photo sections of the Air Corps were used to make the preliminary mapping surveys on which the subsequent work of the U.S.G.S. depended.

The combination of Air Corps and Geological Survey work brings results which make rapid and accurate work possible, the aerial mapping being surprisingly accurate as to railroads, land lines, rivers and roads. The work of Lt. Woolard was done with the help of maps, some of which were of 1850 vintage. Other maps he used actually failed to give the location of towns, or had them placed ten to fifteen miles off their true location.

The area covered by the 5th Photo Section totaled over 9,000 square miles. Cloudy weather limited Lieut. Woolard to only 15 flying days, during which he mapped some 600 square miles daily. There were a total of 3,000 exposures made, with the surprisingly few "retakes" of only three exposures, these being caused by shutter failures.

Lieut. Woolard based his mapping operations at three points. The first was in the vicinity of New Orleans, where he completed 2,200 square miles on March 20th. The second base was at Patterson, La., where the required 3,800 square miles were completed on May 3rd. The area covered from this base, which extends from the South Central part of the State along the Gulf coast to the Texas line, is a flat, marshy country known as the "Weeping Prairie." It is accessible in many parts by boat or horse only, since roads are not hard enough to support wagons or automobiles. The sparse population of this area are the "Cajuns" - Acadians - who speak a French dialect. The third base was at Shreveport, where 2,000 square miles were completed on May 17th. An area of about 1,000 square miles at Alexandria was covered from the third base.

All negatives from the three bases were shipped by express to Scott Field for development and printing, and prints sent to the U.S. Geological Survey in Washington.

Lieut. Woolard had the assistance of Master Sergeant Wilbur R. Rhodes and Corporal Paul M. Langlands at his bases. He used the Special Photographic Fairchild F1A plane, and took all pictures with the Fairchild T2-A, 4 lens camera. In making his exposures, he kept within the tolerance limit of 1% in altitude, 1% in tilt and  $\frac{1}{4}$  of 1% in direction.

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### CHANGES IN AIR CORPS STATIONS

The following changes in Air Corps units will be made during the month of June, 1932:

The 36th Pursuit Squadron will be moved from Selfridge Field, Mich., to Langley Field, Va., not later than June 15th, a total of 5 officers and 100 enlisted men.

The 58th Service Sqdn. will be moved from Brooks Field, Texas, to Langley Field, not later than June 15th, a total of 3 officers and 130 enlisted men.

The 8th Pursuit Group will be completed during the month of June at Langley Field, Va., to include:

- Headquarters (now active at Langley Field)
- 33rd Pursuit Squadron (now inactive)
- 35th Pursuit Squadron (now inactive)
- 36th Pursuit Squadron (from Selfridge Field)
- 58th Service Squadron (from Brooks Field)

The 1st Bombardment Brigade Hqrs. and the 28th Communications Section (both now inactive), will be organized at Langley Field during June.

The 3rd Attack Wing Headquarters will be made active at Fort Crockett, Texas, on June 15th.

Eleven officers and 88 enlisted men will be moved from March Field, Calif. to Rockwell Field, Calif., not later than June 25th.

The 19th Bombardment Group Hqrs., 30th and 32nd Bombardment Squadrons will be made active at Rockwell Field, Calif., not later than June 25th.

The above changes are in accordance with the Air Corps 5-Year Program.

## NEW DIRIGIBLE FOR SCOTT FIELD



Towns and cities within several hundred miles radius of Scott Field, Belleville, Ill., will shortly be greeted with a sister ship of the dirigible TC-6, now a familiar sight in the skies. The new craft, a similar type of "blimp" to be known as TC 10-253, was erected by the

Engineering Department of Scott Field Air Depot, under the direction of Captain Roger S. McCullough, and should undergo its maiden flight during the first week in June. It will be used principally for experimental and test purposes, particularly in connection with perfection of instruments and improvement of methods of operation of this type of ship.

The new ship has a capacity of 210,000 cubic feet of helium, with a useful load of 3,750 pounds. Its maximum speed is 65 miles per hour and cruising speed 55 miles per hour. At the latter speed it will be capable of sustained flight of 33 hours without refueling. Its rate of climb is 1400 feet per minute, and its "ballonet" ceiling is 8,000 feet. The normal crew of this ship will be two pilots, one radio operator and one mechanic.

The TC-10 has an overall height of 58 feet, is 196 feet long, and carries a car which is 40 feet in length. It is powered by two Wright J5B engines with two-bladed propellers. The bag was manufactured by the Air Industries, Inc., at Hammondsport, N.Y., and the car by the Air Corps at Wright Field.

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## RETIREMENT OF MASTER SERGEANT MELONEY

Master Sergeant Charles S. Meloney, Post Sergeant Major, Kelly Field, Tex., was placed on the retired list May 25th, and sent to his home in Pennsylvania. Master Sergeant Meloney's service dates from January 14, 1904, in Troop "D," 6th Cavalry, and he has since served with the Ordnance Department, the 5th Cavalry, the 3rd Attack Group, 43rd School Squadron, 24th School Wing Headquarters, Air Corps, and the Headquarters, Air Corps Advanced Flying School, the last organization to which he belonged. He was a noncommissioned officer since 1905. All of his nine discharges carry an "Excellent" character and bring out the fact that he was held in high esteem by all of his superiors. His loyalty and attention to duty throughout his service, together with his excellent record are commendable and are an inspiration and example to all.

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## LONG TRIP BY LIMUT.-COLONEL ARNOLD

Lieut.-Colonel Henry H. Arnold, Air Corps, Commanding Officer of March Field, Riverside, Calif., recently completed a trip involving more than 5,000 miles by air and rail within the space of ten days. He departed from March Field on May 15th for the Boeing plant at Seattle, Washington, for the purpose of securing and ferrying a P-12F airplane to Wright Field, Dayton, Ohio. He departed from the Boeing plant May 17th and arrived at March Field the following day. On the 20th he flew to Rockwell Field, where a final check of the airplane was made, and from that point proceeded to Dayton, where he made delivery of the airplane to the Materiel Division. He returned to March Field in another P-12F.

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## INSPECTION TRIP OF COMMUNICATIONS OFFICERS

During the period May 31st to June 8th, several officers of the present Communications Class, accompanied by members of the Staff of the Communications Department of the Air Corps Technical School, Chanute Field, Rantoul, Ill., under the command of Captain A.W. Marriner, Director of Communications, were on an inspection visit to plants and laboratories of manufacturers of radio and electrical equipment. The places visited were Wright Field, Ohio; Schenectady and Mitchel Field, N.Y.; Boonton, N.J., and Bolling Field, D.C. The faculty members, students and instructors participating in the trip were Captain A.W. Marriner, 1st Lieut. M.N. Stewart, 2nd Lieuts. R.L. Schoenlein, L.D. Fator, A.W. Shepherd, D.C. Doubleday, R.I. Dugan, R.E. Holmes, L.C. Westley, D.B. White, Technical Sergeant A.L. Revert and Mr. C.W. Richard, Chief Instructor.

## FIELD MANEUVERS OF THE 91st OBSERVATION SQUADRON

Field maneuvers of the 91st Observation Squadron, Air Corps, were held at Camp Rodeo, Salinas, Calif., from May 5 to May 19th, 1932, inclusive. On the morning of May 5th, the main body truck convoy left Crissy Field promptly at 6:00 a.m., and started the long trek toward Salinas. Eleven trucks, several passenger cars and one motorcycle made up the convoy which was led by Lieut. A.E. Smith. The truck convoy made good time despite the fact that minor troubles necessitated several brief stops. However, after ten and one-half hours, the convoy rolled into camp at the Salinas Rodeo grounds where it was met by Lieut. Paul C. Wilkins, who had left with an advance convoy one week earlier, and now had all in readiness for the arrival of the main body. Tents were all pitched in neat rows and hot chow awaited the men.

The balance of the personnel fortunate enough to escape riding in the truck convoy either drove down in passenger cars or flew in the four O-250 airplanes which, at the time, were the only ships available for the maneuvers, save for the C-14 Transport and the F-1 Photo ship which were also at hand ready to do battle at the call of the General.

Camp Rodeo was very well suited to the needs of the Squadron, being located only two or three hundred yards from the Salinas Airport which served as the airdrome for the Squadron throughout the maneuvers. The officers' tents were pitched on the north end of the area adjacent to the stadium, while the south end housed the enlisted men. Midway between the two, the mess hall was built. The squadron barber opened his tent flap and prepared for two weeks' business, and an improvised Post Exchange was set up and operated by the Salinas Chapter of the American Legion. Camp Rodeo was all set for the war.

The airdrome was next put in readiness, the entire east end of the field was available for use by the Squadron and was organized as follows: The ships were lined up on the south side of the field, while on the north side the radio station was set up, the operations tent pegged down, the Commanding Officer's headquarters established, and the various other departments, such as engineering, supply, etc., were placed in readiness. Because of the lack of airplanes, the Squadron was greatly handicapped, and it would have been next to impossible to carry out attack missions had it not been for four Pursuit airplanes from March Field, led by Lieut. P.K. Morrill who, with his flight, joined the Squadron on May 8th and stayed with it for several days.

The commissioned personnel of the Camp consisted of Major M.F. Davis, Commanding; Major I.B. March, Flight Surgeon; Captain J.E. Upston, Operations Officer; 1st Lieut. P.C. Wilkins, Supply Officer; 2nd Lieuts. A.L. Smith, Communications Officer; R.B. Robbins, Intelligence Officer; G.G. Northrup, Photographic Officer; J.W. Towler, Engineering Officer; William Ball, Adjutant, and R.W. Merrick, Transportation Officer.

Pilots and observers exclusive of the above list were 2nd Lieuts. J.K. Poole, A.F. Wilkinson, Laddie Miller, Wistar Rosenburgh, J.J. Davis, P.B. Foote, and D.H. Pierce. In addition to the officers regularly assigned to the Squadron, we were fortunate in having Captain W.R. Maris, 6th Coast Artillery; 1st Lieut. D.P. Frissell, 30th Infantry, and four Pursuit pilots from March Field, namely, Lieuts. P.K. Morrill, M.F. Stalder, Anthony Curcio and James McClesky, attached for maneuvers.

On the afternoon of May 8th, a meeting was held at the Heating Plant on Gigling Reservation, at which time General McCleave outlined to the officers of the Air Corps, Infantry, Cavalry and Field Artillery, the plan and scope of the contemplated exercises. The officers of the Squadron had made flights in the morning over the reservation for the purpose of familiarizing themselves with the terrain and locating prominent land features for use later in the exercises.

On Monday, May 9th, the organization became a part of the First Instruction Group and participated in the group maneuvers. Four airplanes were assigned to the Red Forces, and four airplanes were assigned to the Blue Forces. Each force had two observation planes and two Pursuit planes for use in Attack missions. The Blue Force consisted of the 30th Infantry, with one battalion of the 76th Field Artillery attached. With the 11th Cavalry being the Red Force, the exercise was "Attack in a Meeting Engagement," illustrating the principles of the "Service of Security." Observation and Attack planes maintained constant contact with their respective forces, flying a total of 14 hours and 50 minutes during the day.

The flying missions the first day of the exercises consisted of Infantry

liaison and contact, photography and reconnaissance. In addition to several attack missions, messages were dropped from Observation airplanes and messages picked up at the command posts by the observers. In all, the first day's operations were very successful and served to acquaint the pilots and observers with the various things expected of them in their cooperative work.

The exercise on the morning of Tuesday, May 10th, was "Deployed and Position Defense," with the Blue Forces organizing an area for defense from the Red attacking forces. The aerial observation was somewhat handicapped because of low fog, but at 9:00 a.m., the ships took to the air and from that time on, throughout the day, operations were uninterrupted.

On Wednesday, May 11th, the problem was "Pursuit and Rear Guard Action." Because of the difficulty encountered by the ground troops in recognizing their friendly airplanes, it was necessary to have but one ship operating at a time. Thus, a Blue observation ship would work with its troops for a period of twenty minutes and then withdraw across the Salinas River and out of the war zone, allowing the Red airplane to work for a twenty-minute period. This system undoubtedly was the only solution of the problem, and was probably a great help to the ground forces, but it was a disadvantage to the pilot and observer who found it necessary to check in and out of their ground command post every 20 minutes, thus leaving too small a time for actual observation work. However, a ship, after withdrawing from the war zone, could communicate by radio telegraph and radio telephone with the command post or the home airdrome for instructions and thus be ready to observe as soon as the twenty-minute period arrived.

Each day the Fairchild Photo ship would come over the battle area to photograph the troops on the ground. It also carried umpires over the area on these photo reconnaissance flights. At the close of operations on May 12th, the command post of the Blue forces was moved to the Pumping Station on Gigling Reservation as the Blue forces were retreating rapidly but in an orderly manner. The Red forces were close behind and pursuing the retreating force.

As there were no exercises the following day other than night operations to be held at Gigling, the Squadron had a breathing spell. Necessary weekly inspections were accomplished and the airplanes again placed in readiness for flight. The balance of the day was spent in formation flights, radio interplane communications and blind flying. The following day, May 13th, one Observation airplane was sent to Gigling Reservation to observe artillery fire. Three other Observation planes were sent to the artillery range to fly a loose formation and witness the firing from aloft.

On May 14th, the Camp was visited by Brigadier-General Robert McCleave, Commanding General of the Sixth Brigade. Flying missions were carried on as usual and consisted of local flights, blind flying, interplane radio telephone communication and photography.

Major-General Malin Craig, Commanding General of the 9th Corps Area, inspected Camp Rodeo and the 91st Airdrome on May 16th, and witnessed the usual flying missions performed on that day. The four Pursuit airplanes which had aided the Squadron during the exercises departed for their home station, March Field. Blind flying and formation flights were participated in by the officers of the 91st Observation Squadron.

The following day, May 17th, the Squadron worked individually with the 30th Infantry and the 76th Field Artillery. One airplane was dispatched to carry on a liaison mission with the Infantry while one ship adjusted fire for the 76th Field Artillery. In addition to the above missions, an attack mission was carried out against the Cavalry. Photography and blind flying were also engaged in on that date. The missions of May 18th were practically a duplication of those on the preceding day. Infantry contact and liaison, artillery adjustment, together with photography, blind flying and formation training constituted the operations of the day. Following the close of flying operations, the airdrome was closed and tents and equipment were packed in preparation for the return trip to Crissy Field.

Early on the morning of May 19th, the Camp was dismantled and packed on the trucks preparatory for the departure for Crissy Field. By 7:00 a.m., the trucks were loaded and the convoy left Salinas, arriving at Crissy Field at 4:00 p.m. The airplanes departed from Salinas airport at 9:45 a.m., and arrived at Crissy Field one hour later. Two officers and ten men were left at Camp Rodeo as a clean-up detail. Equipment drawn from Presidio of Monterey was returned and the camp closed for another year. The rear echelon arrived at Crissy Field on May 20th.

The two weeks' field exercises at Salinas were of great value to all concerned. Officers of the Squadron had an unusual opportunity to work with the ground troops and to acquaint themselves with the problems of aerial observation in actual combat. All sections functioned exceptionally well and many valuable bits of experience were gained by all members of the Squadron. The 15th Photo Section showed great skill and efficiency in the speed and perfection of the work they turned out. Most important of all was the fact that after flying a total of 188 hours and 25 minutes, and successfully completing many types of Observation and Attack missions, there were no accidents to mar the records.

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#### TACTICAL INSPECTION OF BROOKS FIELD

The Corps Area Commander, Major-General Edwin B. Winans, conducted the first tactical inspection of Brooks Field, Texas, since it was placed under the jurisdiction of the 8th Corps Area. General Winans was accompanied by Major McLain and Captain Fortier of G-3 Division.

The inspection was begun with an aerial review in which every plane of the field participated, led by Major H.H. Young, Executive Officer. Following the review, a reconnaissance problem, the general situation of which had been handed the Squadron Commanders the previous day, occupied the program. This called for from the Squadron the reconnaissance of a certain area, with a limited time being placed upon the time available to cover the area. Troops of the Second Division were operating somewhere in the area to be covered by the reconnaissance, and operations were divided into three distinct phases, the first, from 8:30 to 9:30, consisting of one mission; the second from 9:30 to 10:30, consisting of movement through the assembly area, and the third, from 10:30 until 11:30, constituting the occupation of a defensive position. Each of the three Observation Squadrons received an independent mission during the period of one of these phases, and the accomplishment of the mission called for immediate radio communication on the discovery of troops, of the location, movements, etc., with aerial photographs of troop movement or concentration.

Radio communication was maintained by each Squadron with its own radio station, negative reports being made each fifteen minutes and positive reports immediately upon securing of information. The problem presented an actual situation that required of the pilot and observer team a practical demonstration of their ability in observation work.

Upon completion of these missions, detailed observation reports were made out and turned in to the Inspector. Following this phase of the inspection, the various Squadrons were called upon to demonstrate simulated artillery shoots, with puff targets, picking up and dropping messages, and a bombing demonstration.

At noon, a critique was held on the result of the handling of the various missions, and in the afternoon there was conducted an inspection of all flying equipment and of the entire post, including quarters, troops and training facilities, school equipment, supplies, maintenance and administration.

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#### 36th SQUADRON TO GO TO LANGLEY FIELD, VA

In a few weeks Selfridge Field will seem an entirely different place. Not physically different, but different in atmosphere, caused by a large turnover in personnel which will soon take place here. The spirit and character of a community depends on the people in it, so with a whole squadron leaving permanently, and many officers going to other posts or being transferred here, Selfridge will be a new place.

The 36th Pursuit Squadron is being transferred to Langley Field. One hundred enlisted men go with the organization, and the following five officers: 1st Lt. Hodgson, 2nd Lts. Wilson, Hegy, Eckert and Mason. We regret to lose the 36th to another post, but know that at Langley it will add to its laurels and continue its reputation of being a "good outfit." One specific loss to Selfridge Field occasioned by the departure of the 36th is beveled especially by the Post Athletic Officer. Athletics at Selfridge have always had the sterling support of the 36th, and the Post teams always have many from the 36th doing good work for the athletic reputation of the field. This is especially true of the baseball and football teams. Other changes in personnel include the transfer of 1st Lt. Paul W. Wolf and 2nd Lt. George F. Smith to Wright Field, where they will be students in the Air Corps Engineering School. A very important change will be the departure of Major Brower, Commanding Officer of the 1st Pursuit Group, with Major Gilkeson coming to take his place.



## SOLO "BLIND" LANDING ACCOMPLISHED

 SUPPLEMENTING the article in the last issue of the News Letter on Lieut. Hegenberger's "Blind" solo flight, the Materiel Division Correspondent sheds further light on this notable accomplishment in an article just received by the Information Division, and same is quoted below, as follows:

Monday, May 9th, proved for aviation a day of unique accomplishment, marking the first instance in history of a pilot alone in a plane accomplishing a take-off, flight, and landing completely "blind" - that is, by instrument alone, and in a hooded cockpit, with all sight of the earth and sky shut off. The pilot was Captain Albert F. Hegenberger; the plane was a standard service type known as the BT-2C, and the instruments used were the culmination of a series of developments carried on by the Materiel Division over a period of the past several years. With the cockpit completely covered on this occasion, Captain Hegenberger took off, flew away from the airdrome for ten miles, reaching an altitude of 2,000 feet, circled on a return course, found and came into the airdrome and made a perfect landing in the center of the flying field.

In 1929, it will be remembered, a similar demonstration was made by Lt. James Doolittle but with a safety pilot in the front cockpit, as the result of a series of experiments carried on under the auspices of the Guggenheim Foundation. The Guggenheim Foundation Report states "Although the results of these tests showed it is possible to land by instrument alone, the procedure is still in a highly experimental stage and it remains for some interested agency to continue the tests to a point where the process is practical."

The Materiel Division took up the project once more at this point, working always with a view to obtaining practical equipment. This "blind" solo flight is the result. Low cost and standard equipment are the outstanding advantages of this accomplishment.

A pilot approaching a strange airdrome under conditions of fog or storm when still at a distance gets in touch with the airdrome radio station to learn the barometric correction for the landing field, air traffic conditions, the direction of the wind, and the location of the two radio stations outside the field. This "conversation" is carried on over the regular radio sets installed in the airplane. His radio compass leads him to the more remote of the radio stations by indications on a dial situated on the instrument board of his airplane. When he comes immediately above the radio station the dial indicates his position. Through various signals from the portable stations and the boundary markers he is able to orient himself continually. Gradually as he approached the field he has been cutting altitude. He has crossed the remote radio station at approximately 800 feet. At the nearer station his altitude has been reduced to approximately 400 feet. As he crosses the field boundary he cuts his altitude further, throttling his motor to 1,000 r.p.m. and approaching the ground at a decreasing angle of flight. With the aid of the instruments in the cockpit, a landing is easily made into the wind. At all times he is thoroughly aware of the attitude of his plane with respect to the ground. A proper gliding angle is easily maintained and the type of landing is equal to a large percentage of those made in the normal manner with all of the pilot's faculties functioning.

Hundreds of tests have been flown in working out and establishing this new system. Only more recently, however, has the hooded cockpit been used. An observer has been carried in the rear cockpit in all tests with the hooded cockpit until May 9th. This observer was not a pilot but was carried as a safety measure to prevent possible collision with other flying planes. Collision preventive equipment is already planned and will form part of the completed blind navigation system.

The research and ingenuity of several engineers of the Materiel Division, as well as many hours of flying tests, have gone into this new development, but so simple and reliable in operation, so inexpensive in material has it proved that it promises to solve in a thoroughly practical way one of the greatest handicaps aviation has been called upon to face.

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## HIGH LIGHTS ON FOG NAVIGATION DEVELOPMENTS BY THE MATERIEL DIVISION

The need for navigation instruments to enable Army pilots to fly in any kind of weather was realized by the Materiel Division as early as 1918. The

activities were intensified in 1918, when Lieut. Hegenberger took charge of the newly organized Instrument Unit at McCook Field. The first instrument suggested for the purpose of flying in clouds or banks of fog was the combination of bank indicator with a turn indicator, suggested by Major Schroeder in 1918. Lt. Hegenberger requested the Pioneer Instrument Co. to build such an instrument in accordance with the specifications of the Materiel Division engineers. Our records show that the gyro turn indicator was developed in 1918 by the Science Department at Langley Field.

The earth inductor compass was developed by the Materiel Division and famous flights were made in fog, clouds or above clouds using this instrument as early as 1923. In one test, Lieut. Hegenberger and Mr. Bradley Jones flew in a DH plane from McCook Field to Boston. From Ohio to the Hudson River, for a stretch of 400 miles, the flight was made without sight of earth.

In April, 1924, a non-stop flight was made from McCook Field to Albany, 600 miles, by instruments alone. All the maps were sealed and verified at the terminal station. None of the occupants were familiar with the country beyond Columbus.

In June, 1923, Lieut. Hegenberger and Mr. Bradley Jones made a round trip from McCook Field to San Francisco, Calif., testing satisfactorily the first model of the artificial horizon. During the flight, they encountered very severe storms over the Wasatch Mountains.

The aural radio beacon was fully developed by the Materiel Division and has been in use since 1924. In 1925, the engineers of the Materiel Division equipped the first air mail plane with radio to be used in connection with the beacon station at the Air Mail Experimental Station at Momouth, Illinois.

In 1927, research work was initiated for the development of other radio aids for fog navigation, <sup>and fog landings,</sup> as electric altimeters to show true altitude above the landing surface, electric cables to mark the boundary of the landing field, etc.

In 1928, the Guggenheim Foundation organized at Mitchel Field, N.Y., a series of experiments in order to test not only the possibilities of blind flying but also of blind landing. The Materiel Division loaned to the Foundation Lieut. Doolittle and a wealth of advice as to the kind of instruments and radio aids to be used in these tests. The type of airplane and the use of oleo landing gear were suggested also.

In September, 1929, Lieut. Doolittle gave a demonstration of blind landing, proving that the problem could be solved if a powerful agency coordinated the efforts and the progress made in development of instruments and radio aids.

In February, 1930, the Foundation ceased and all the equipment was transferred to the Materiel Division which intensified the development. Research was initiated in order to perfect new types of boundary markers, radio compasses and radio beacons. The effort culminated in the splendid demonstration given by Captain A.F. Hegenberger on May 9, 1932, when he took off in a service airplane with the cockpit covered and landed at Patterson Field without a safety pilot. This demonstration is a step further in the development of the art and shows that with better instruments and radio aids the efficiency of the aircraft can be greatly improved.

Two of the important facts discovered by the Materiel Division in the development and test of fog navigation equipment are:

- a. Fog navigation with good instruments and radio aids requires very little training.
- b. Fog landing in the present stage of development requires at least 10 hours' practice over the system utilized.

The next step in the Materiel Division's development program is to simplify the system so that very little training will be necessary for the average pilot to familiarize himself with the manipulation of controls during the blind landing.

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Second Lieut. Minton W. Kaye and Staff Sgt. John D. Meeks, both of the 23rd Photo Section, March Field, Calif., recently completed a week of hard work in eastern California. Cooperating with the Forestry Service, a mosaic map of 1,000 square miles, covering the area between Needles and Blythe, was made, the purpose being to record the present topographical conditions of that area in order that changes may be noted after the completion of the Hoover Dam Project. It was necessary for them to fly at an altitude of 19,000 feet during the mission. Three months of laboratory work will be necessary to complete the map.

## ALBROOK FIELD OCCUPIED BY TROOPS

**A**LBROOK Field, Panama Canal Zone, with the actual occupation by troops, has emerged from its construction status and taken a place on the list of active Army Air Corps posts. It was formally and officially taken over by the Air Corps on May 13th. The 44th Observation Squadron, commanded by Major E.A. Lohman, having been transferred from France Field, was moved to the new station by planes and the U.S.A.T. CHATEAU THIERRY. Albroke Field, formerly known as the Balboa Fill Landing Field, was named in honor of 1st Lieut. Frank P. Albroke, Air Corps, who died September 17, 1924, from injuries received in an airplane accident on August 12, 1924, at Chanute Field, Ill. He served from April, 1920, to April, 1924, with the 63rd Service Squadron at France Field, and was then transferred to Wilbur Wright Field, where he was stationed at the time of his fatal accident.

The Albroke Reservation consists of approximately 1,000 acres, of which 275 acres are devoted to the actual flying field. The flying field is 7,000 feet in length and 4,000 feet in width and is reputed to be one of the finest and largest under military jurisdiction.

The initial construction work began in April, 1929, when the hydraulic fill was started. This phase of the work covered a period of a year, ending in April, 1930. The dry fill was started at this time and is still being carried on in some sections of the Reservation. The entire construction project has been carried out under the supervision of 1st Lieut. Barney L. Meeden, QMC, who has devoted his complete attention to the assignment since his arrival in the Canal Zone in August, 1930. There are five hangars still under construction. Three of the hangars are on the line while the other two will be used for the shops, Air Corps Supply and assembly and repair.

The barracks and quarters, under construction since December, 1930, were completed in April, 1932, at a cost of approximately \$2,000,000. The quarters area consists of 4 permanent field officers' quarters, 32 company officers' quarters, a bachelor officers' quarters, which has 16 two-room apartments, and 31 sets of two-family noncommissioned officers' quarters. The barracks area contains four permanent barracks. Two of the barracks have a capacity of 200 men while the other two have a capacity of 110 men. The next construction bids, which will be let in the near future, will provide for a Dispensary, Fire and Guard House, Motor Transport Garage, Headquarters and Operations Building, Noncommissioned Officers' Club, Officers' Mess, Gymnasium, Swimming Pool, and a building which will house the Post Exchange, Theatre and Enlisted Men's Club.

All of the buildings on the reservation are of cement construction with tile roofs. Within the barracks and quarters area are  $1\frac{1}{2}$  miles of paved streets, 3 miles of sidewalks, 2 miles of sewer lines,  $1\frac{1}{4}$  miles of water lines which carry water from two 1,500,000-gallon reservoirs,  $1\frac{1}{2}$  miles of electric ductlines,  $1\frac{1}{4}$  miles of telephone ductlines, three-quarters of a mile of storm drains,  $2\frac{1}{4}$  miles of service roads, 15 fire plugs, and 42 street lights. The gasoline storage situation is taken care of by a battery of underground tanks that have a total capacity of 100,000 gallons.

Post and Squadron duties have been allocated to the commissioned personnel as follows:

Major E.A. Lohman, Commanding.

Captain J.K. McDuffie, Executive, Summary Court, Surveying, Finance Officer, Post Auditor, Squadron Adjutant.

1st Lieut. C.E. O'Connor, Post Exchange, Transportation Officer.

1st Lieut. J.G. Pratt, Operations, Intelligence, Information Officer.

1st Lieut. E.W. Barnes, Engineering, A.C. Supply, Ordnance, Parachute Officer

2nd Lieut. A.J. Lehman, Aircraft Inspector, Fire Marshall, Police and Prison Officer.

2nd Lieut. T.L. Bryan, Post Adjutant, Personnel Adjutant, Press Relations, Recruiting Officer.

2nd Lieut. E.M. Day, Mess Officer, O.C. Bachelors' Mess.

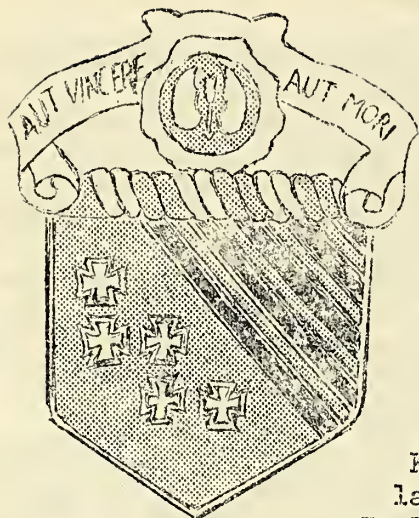
2nd Lieut. N.E. Ausman, Engineering Supply, Chemical Warfare, Library Officer.

2nd Lieut. S.V. Stephenson, Quartermaster, Post Utilities Officer.

2nd Lieut. E.H. Mitchell, Supply, Communications, A. & R., Air Corps News Officer.

2nd Lieut. J.H. Rothrock, Post Signal Officer, Assistant Quartermaster.

## AERIAL WAR AT BATTLE CREEK



On Wednesday, May 18th, the 1st Pursuit Group flew to Battle Creek, Mich., and took part in a combined aviation tactical problem with the 15th Observation Squadron of Scott Field. The problem had been arranged to coincide with the command post exercises taking place at Camp Custer. The Group, under the command of Captain Ross G. Hoyt, took off from Selfridge Field at 11:00 a.m. Four Squadrons, including the 17th, 27th, 36th and 94th formed the elements of the big formation of over 70 planes. After taking off, the Group went into route column, and headed straight for Kellogg Field at Battle Creek, where they were to land before flying the problem.

By 12:30 all planes had gotten into Kellogg Field and were lined up in symmetrical array. The squadrons landed by flights, as the field was too small to get a whole squadron down at the same time, especially as the wind was in the short direction of the field. It was close work for the last couple of flights, as the ships already on the ground took up so much room. The last two flights sneaked in over the trees and dropped down very short.

While the junior officers rested, answered the questions of the large crowd of civilians, and protected their airplanes from being carried away as souvenirs, the squadron commanders gathered together to receive the orders from Captain Hoyt, who had worked out the problem in cooperation with the staff officers at Camp Custer. Orders having been given to the commanders and passed on to the flight leaders and element leaders, all squadrons started their ships preparatory to taking off. First went the 15th Observation, and in rapid succession the Pursuit squadrons followed. The first part of the problem was a rendezvous between Pursuit and Observation. The rendezvous was effected east of Battle Creek, and then the combined forces moved west over Custer, the Pursuit flying high over the Observation as protection.

Having completed this part of the problem, the formation broke up and the Pursuit formed a new formation for carrying out the second phase. Flying lower and in more open array, they passed directly east of Camp Custer, theoretically dropping hundreds of fragmentation bombs on a concentration of troops beneath. As the pilots flew overhead, they could see the staff officers on a hill in Camp Custer watching their maneuvering. The second phase of the problem completed, the squadrons reformed and headed straight for Selfridge Field. No more maneuvering could be done. The planes were running short of gasoline and had to return promptly to their base.

All who participated in or witnessed the problem considered the flight a great success. No untoward incident marred the occasion, and the weather was nearly perfect from the point of view of both airmen and groundlings, though the weather man could be criticized for allowing too many air pockets in the upper atmosphere.

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## MATHER FIELD AIRMEN COMPLETE GUNNERY TRAINING

The 1932 Gunnery Season for Mather Field, Calif., is now over. Starting with ground gunnery and bombing in March, it lasted until aerial gunnery was completed during the month of May at Honey Lake. The aerial gunnery camp was established by the 55th Pursuit Squadron, which organization, after using it two weeks, turned it over to the 77th Pursuit Squadron. This squadron had the job of breaking camp and bringing the supplies back at the completion of their two weeks. "It is with pride," says the News Letter Correspondent, "that we point to the average score of 1011.9 points for the forty officers who fired the course. This average we believe to be one that is enviable and one to be a record for an entire Group."

"Many comments have been made about the weather at the camp, but we all agree that if reveille had been at a later hour the cold would have not been so intense. Breaking the ice to secure water to shave with was not relished by most of the officers, consequently most of them returned looking like walking advertisements of a certain brand of cough drops."

## THE AIRPLANE WHICH WENT TO COLLEGE

**F**EW airplanes are seeking higher education - and higher education is seeking airplanes! A beautiful orange and blue Douglas airplane, the choice possession of the Army Air Corps, has just completed its five months' course on the Heights of N.Y.U. It left the campus with an excellent scholastic record and a host of friends; even prominent members of the faculty freely predicted that it would undoubtedly attain a high position in its chosen sphere of activity.

And now the Heights campus has an "airport" - not the last word in efficiency, to be sure, but an airport just the same. One day, some months ago, our Air Corps officer, Lieut. Samuel Mills, who is in charge of the Air Corps Unit here, decided that an airplane - an up-to-date airplane - should have a place of honor on our campus. Jumping into an airplane, he hopped down to Washington and visited with his general - a visit not without results. Upon his return he secured from Dean Bliss of the College of Engineering, an aviation enthusiast, the use of the West basement in the Nichols Chemistry Building for a "hangar." An interested welcome by the Chemical Engineering Department encouraged matters. Then the Lieutenant mobilized his twelve trusty Air Corps officers of the Senior class, consisting of Dennis Crooke, Joseph Gillin, Hugh Hammond, Howard Hick, John Hunt, James Keefe, Leo Kelly, Chester Kuczynski, Jack Lepre, Gunnar Nelson, John Post and Henry Updegrave.

They all were enthusiastic, and the project was soon under way. A plane which had been used for about 500 hours of flying from Bolling Field, Washington, D.C.,

was considered qualified and was selected to be sent to college. Now the campus itself seemed too small, so Van Courtlandt Park, two miles distant, was selected as the N.Y.U. field part of the Airport. With Col. S.A. Campbell's blessing and the permission of Park Commissioner Dolan, the Lieutenant flew the Douglas, now known as "Thirty One Dash Sixteen," from Washington and "set her down" among the goal posts of Van Courtlandt, fortunately none the worse for its trip.

The Air Corps Unit now took charge, and in a circle of many interested Bronx neighbors, measured up the airplane and carefully disassembled its structure. A short towing operation deposited it on the back campus. Here, the 450 h.p. Pratt & Whitney Wasp Engine and the landing chassis were removed by usual field or emergency methods. To actually enter the hangar presented a problem comparable to that of a rich man going to Heaven. However, eventually the 2000-pound fuselage was barely moved through an east window, raised above the chemical laboratory tables, turned, and moved the length of the building into the "hangar." A primary training airplane was already there and also a relic of War days: an SE-5 airplane, the last, as the students say, "with whisksers on it." In addition to many hours of rigging and assembly and disassembly by the Air Corps men, one evening engineering class of thirty-two students, and the A.E.-66 class of forty-eight students of the Guggenheim school have received instruction from Lieutenant Mills on this up-to-date machine. The hangar equipment was prepared by the Air Corps men, but made available to others as a little contribution to the general cause.

On Monday, March 14, one section of the Air Corps Seniors, during a snow squall, installed the engine. The following day, the season's coldest and the coldest March 15 on record, the class mobilized, re-established a base in Van Courtlandt Park, and assembled, rigged, and inspected "Thirty One Dash Sixteen." A place for everything and everything in its place seemed to be the Lieutenant's idea. How well the students carried this out may be imagined from a paragraph from the report of his delivery of the airplane to Middletown, Pa.: " \* \* after assembly and inspection by my Air Corps Unit men, I felt satisfied with the machine. The engine was started with little difficulty and the plane 'taken off' without incident. It climbed out of the Park beautifully and made the flight to Mitchel Field for gasoline and oil and thence to Middletown, Pa., where it was delivered to the Army. The engine, due to valve adjustment and other work, was much smoother and showed thirty additional r.p.m.'s. Its flying qualities and balance were most satisfactory."

It was the first time that an up-to-date airplane had been available to the aeronautical students on the Heights and possibly one of the first instances where any University students have used their instructional equipment in actual flight.

Now the moral of this little story is this - if you provide up-to-date  
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equipment and simulate, in so far as possible, real conditions under which such equipment will be used, the average college man will be interested, serious, conscientious and painstaking. The instructor does not even need to be a good fellow. He simply needs to give his men lessons straight from the shoulder which will clinch their theoretical pursuits and aid them in the future to enjoy work and earn an honest living.

The liaison between theory and practice, the interest manifested by the students, and the real fun Lieutenant Mills appeared to have during the last five months, certainly justified the War Department in sending "Thirty One Dash Sixteen" to college.

-from NEW YORK UNIVERSITY "ALUMNUS."

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#### FIRST PURSUIT GROUP FLIES TO INDIANAPOLIS, IND.

The 1st Pursuit Group flew an avigation problem on May 30th, taking off early in the morning and, flying a tactical formation, heading for Indianapolis. The Group training program includes long distance flights of this organization in order to give the squadrons practice in map reading and landing by squadrons in strange fields.

Schoen Field, a United States Air Reserve field, was the airport destination at Indianapolis, and all planes arrived there safely except one, which had minor motor trouble and landed for repairs. On landing, Major Brower, Commanding Officer of the Group, was greeted by a representative of Colonel Rickenbacker, President of the Indianapolis Speedway Corporation.

Pilots and mechanics returned early the next day to Selfridge Field, after spending the night in Indianapolis. From a military training viewpoint, Group Operations considered the mission well accomplished.

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#### PURSUITERS PARTICIPATE IN COMMAND POST EXERCISES

Several officers and enlisted men of Selfridge Field participated in the Command Post Exercises conducted at Camp Custer, Mich., from May 14th to 28th, by Major General Frank Parker, Commanding General of the Sixth Corps Area. When it was definitely determined that Air Corps maneuvers and combined training for Air Corps units had been cancelled for the remainder of the fiscal year, General Parker decided to include an Air Force in the exercises and asked Major Brett, Commanding Officer of Selfridge Field, to organize the headquarters and staff of the 1st Air Division.

In this exercise it was assumed, the Blue and Reds being at war, that the Blue Sixth Army was a member of a group of Blue Armies which were defending a general line extending from the Great Lakes south, and the Sixth Army had for its sector the area near Camp Custer. The 1st Air Division had been attached by GHQ to the Sixth Blue Army.

The first week of the exercise was spent in attending lectures by General Parker and his staff and in organizing the headquarters and staff of the Air Division. In this organization, Major George H. Brett commanded the 1st Air Division; Major Gerald E. Brower acted as Chief of Staff; Lt. Paul W. Wolf acted as G-3; Lt. Thayer S. Olds as G-2; Capt. Ross G. Hoyt served with headquarters at first and was then placed on duty in the Directors' headquarters as an Assistant Air Director in charge of the problem; Lt. James O. Guthrie, Air Res., served as air officer for the 1st Cavalry Division.

During the second week of the exercise, actual hostilities were assumed, and lasted until Friday at noon. During the course of operations, much valuable experience was gained by the officers participating in the writing and transmission of orders, the handling of messages, the operations of the staff sections and the compilation and rendition of reports. The actual results of the assumed conflict will not be known for some time but the Air Corps officers on duty during the exercise took advantage of the opportunity afforded them by Gen. Parker in gaining invaluable information and experience in the duties of command and staff.

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The News Letter expresses its appreciation to Private H.T. Collins, Hqrs. 12th Observation Group, Brooks Field, Texas, for the very attractive cover design which he recently submitted and which features this issue. News Letter readers who are handy with pen or pencil are cordially invited to submit cover designs for future issues.

## GRADUATIONS FROM THE ADVANCED FLYING SCHOOL

The Air Corps Advanced Flying School, Kelly Field, Texas, will graduate a class of 94 students on June 29th. The class consists of 91 flying cadets and 3 student officers, namely, Captain Eberhard F. Baier, German Army, 2nd Lieuts. William T. Hefley, Jr., Corps of Engineers, and Russell A. Wilson, Signal Corps, U.S. Army. Exercises will begin at 8:00 a.m., with an aerial review, all graduates participating. The graduating exercises will be held in the Post Theatre at 10:00 a.m., with Major-General Benjamin D. Foulois, Chief of the Air Corps, delivering the commencement address. Diplomas will be presented by Brigadier-General Charles H. Danforth, Commanding the Air Corps Training Center.

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## FIELD EXERCISES FOR BOMBARDMENT SQUADRON IN THE PHILIPPINES

The 28th Bombardment Squadron, with 9 planes and 45 officers and men, recently operated from a pasture near Iba, Zambales, as a base for a period of four days. Iba is approximately 100 miles from Nichols Field. All camping equipment, rations, fuel and oil were transported by air. Not an element of ground transportation between Nichols Field and Iba was used during the entire operation. One Carabao cart was hired from a native for transportation on the improvised airdrome.

During the operation in the field, 53 hours and 30 minutes of flying time was used. The operation conclusively proved that a Bombardment squadron can maintain itself in the field with 100% satisfaction.

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## GERMAN GIRL FLYER ENTERTAINED AT FRANCE FIELD

When Amelia Earhart Putnam changed the route of her projected flight to Europe to the northern one instead of via Panama and South America, her first plan, France Field, Panama Canal Zone, lost the patronage of the only celebrity in sight. However, like a ray of sunshine in the slough of despond, in pops a little German girl unexpectedly on a steamer from China. She was Fraulein Elly Beinhorn, and she announced her intention of making a flight through South America to Rio, in continuation of her adventures throughout the world. Her plane was the Klemm light low-wing monoplane, popular in Germany. It is powered with a 110 h.p. Argos engine, and cruises at about 90 miles per hour, with a radius of 750 miles.

Through the courtesy of the Commanding Officer, Major Brereton, who with Mrs. Brereton entertained Fraulein Beinhorn as their house guest, the plane was erected at France Field. The Fraulein was most attractive and had several of the bachelors really extending themselves to see that the time should not hang heavy on her hands. After the plane was tested to her satisfaction, she bade "auf weidersehn" to France Field and departed for Paitilla Airport in Panama City, per point of departure and customs inspection. On June 3rd she left Panama with all good wishes and landed at Cali the same day. Dispatches from South America announced her arrival at Lima, Peru, on June 7th.

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Loud is the praise which is cheerfully being given the 1st Observation Squadron, Mitchel Field, N.Y., for the excellent record made during the annual bombing and gunnery exercises at Aberdeen, Md. Seventeen officers received "Expert" ratings, and the odd man made "Sharpshooter." Of the attached officer personnel, four out of five of them were "Experts" and the fifth made "Sharpshooter" by a goodly margin.

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Alluding no doubt to the item in the last issue of the News Letter to the effect that the 94th Pursuit Squadron, Selfridge Field, Mich., had laid out its insignia of the Indian head in colored stones on a sloping bank of ground in rear of the hangars, the Correspondent of the 17th Pursuit Squadron at that field says: "The 17th, too, can brag of a squadron marker in the small earthen area in front of the hangar, but being greater lovers of natural beauty have created our marker from small flowering plants. We not only take issue with the 94th as to the priority but invite comparison on any basis."

## FREE WHEELING PROPELLERS



At intervals during the past fifteen years interest has been shown in free rotational propellers, that is to say, propellers that may be driven by the engine but which may not drive the engine. The major reason for this recurrent interest has been the searching for ways and means of reducing the drag of a dead propulsive unit in order that the gliding range of single-engined craft and the flying range of multi-engined craft with such a unit might be increased.

The second reason for the interest is based on a rather poorly grounded knowledge of dynamics, a contention that if a free rotational propeller were being used and some failure occurred in the engine, such as to a rod or a piston, less subsequent damage would occur to the engine since it could not be driven by a "wind-milling" propeller.

The last mentioned advantage claimed for the free rotational propeller is one of degree only. While it may be freely admitted that a conventional engine-propeller unit will turn over more times before stopping in the event of the switches being cut than would an engine equipped with a free rotational propeller under identical circumstances, it must be remembered that enough energy is stored in the rotating parts of the engine alone to do a thorough job of self-destruction. When one adds the amount of energy contributed by the uninjured cylinders which in most cases will continue to fire, it is obvious that sufficient damage may be done to the engine even neglecting that which would be contributed by the propeller.

The matter of reduction of drag by the use of a free rotational propeller has a slightly better case. There is little doubt that a propeller that is free to turn has less drag than one that is fixed to the crankshaft of a dead engine. The actual amount of difference, however, has not been definitely established and, in the opinion of a large number of engineers, it is doubtful if the gain would more than offset the additional weight of the free rotational clutch. In addition, the adoption of such a device would eliminate the beneficial fly-wheel effect of the conventional propeller. Any internal combustion engine can be made to run more smoothly and to idle at lower speeds with a flywheel than without one. As a matter of record, engineers at Wright Field investigating the problem of free rotational propellers found that the satisfactory idling speeds of engines without propellers was from 180 to 270 per cent higher than the same engines with propellers.

Considering only the facts given above, it is indicated that the free rotational propeller has little merit after the disadvantages have been charged off. To complete the argument it may be stated that the rather doubtful drag characteristics of the free rotational propeller are much inferior to the drag characteristics of a feathered controllable pitch propeller and that the latter with its obviously greater advantages is progressing to an advanced stage of refinement in the hands of Wright Field engineers.

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## REST CAMP FOR MARCH FIELD PERSONNEL

Work at the site of the new Rest Camp at Big Bear Lake in the San Bernardino Mountains has progressed slowly due to the inability of army trucks to maneuver the snow-covered roads leading to the camp. However, two truck trains of 14 trucks each recently made trips to the camp, bearing lumber and other material for the construction of the one permanent building at the camp, the mess hall. The command will sleep in tents with wooden flooring. The construction work at the camp is under the direction of Captain Claude Duncan, Commanding Officer of the 64th Service Squadron, March Field, Calif.

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Maintenance cross-country flights were just completed by the Attack, Observation, Bombardment and Pursuit Sections of the Advanced Flying School. On June 9th, Lt.-Col. Clagett, the Commandant, accompanied the Pursuit Section on their flight from Kelly Field to Dallas, Muskogee, Fort Sill, Midland, Lubbock, El Paso, and return to Kelly Field.

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Recently an enlisted man was being examined at the March Field Hospital. During the examination, the Medical officer asked: "Do you see spots (Spatz) before your eyes?" Greatly agitated, the enlisted man replied: "Great heavens, can't I get away from his face anywhere?"



WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To the Philippines: 1st Lieuts. Albert F. Glenn and Joseph C.A. Denniston, from Randolph Field; Wm. E. Baker, Kelly Field; Levi L. Beery, Wright Field; 2nd Lt. Lawrence H. Douthit from Chanute Field.

To Chanute Field, Ill.: 2nd Lt. Dyke F. Meyer from U.S.M.A., West Point, N.Y.; 1st Lts. James S. Stowell, Robert W. Harper from Philippines.

To Crissy Field, Calif.: 1st Lt. James T. Cumberpatch from University of California, Berkeley, Calif.

To Kelly Field, Texas: 1st Lt. Walter C. White from Philippines; 1st Lt. John S. Griffith from Selfridge Field.

To Randolph Field, Texas: 1st Lt. John R. Hawkins, from Philippines; 1st Lt. Raymond E. Culbertson, 2nd Lts. Carl R. Feldmann, Norman B. Olsen, Louis A. Vaupre from Selfridge Field; 1st Lt. George A. Whatley, 2nd Lt. Marshall S. Roth from Mather Field; 2nd Lts. Robert D. Dwyer, George F. Kehoe from Mitchel Field; 2nd Lts. Talma W. Inlay, Truman H. Landon, Robert K. Taylor from Fort Crockett; 2nd Lt. Thomas R. Lynch from Langley Field; 2nd Lts. Elder Patteson, Rockwell Field; Donald B. Smith, March Field, Leland S. Stranathan, Bolling Fld.

To Langley Field, Va.: 1st Lt. Uzal G. Ent from Philippines; 2nd Lt. Russell A. Wilson, from Advanced Flying School, Kelly Field.

To Brooks Field, Texas: 2nd Lt. William T. Hefley, Jr., from Advanced Flying School, Kelly Field.

To Harrisburg, Pa.: Capt. Bernard J. Toohar, March Field, as Technical Supervisor in Middletown Air Depot Supply Control Area.

To Fort Riley, Kansas: 1st Lt. N.R. Laughinghouse, Chanute Field, for duty with Flight D, 16th Observation Squadron.

To Fort Sill, Okla.: 1st Lt. Paul C. Wilkins, Crissy Field, for duty with Flight E, 16th Observation Squadron.

To Fort Leavenworth, Kansas: 2nd Lt. Eugene H. Rice from Brooks Field, for duty with Air Corps Detachment.

To Governors Island, N.Y.: Col. Theodore A. Baldwin from duty with 77th Div. Organized Reserves, N.Y. City, as Commandant, Atlantic Branch, U.S. Disciplinary Barracks.

To Los Angeles, Calif.: Captain Ira C. Eaker, Bolling Field, to University of Southern California, for duty as student.

To Army Industrial College, Washington D.C.: Captain Arthur W. Brock, from Office Chief of the Air Corps, for duty as student, 1932-1933 course.

To Maxwell Field, Ala.: 1st Lt. Julian B. Haddon, Office Chief of Air Corps, for duty as student.

To Office of the Chief of Air Corps, Washington, D.C.: 1st Lt. Harry A. Halverson from Randolph Field.

To Rockwell Field, Calif.: Captain Horace N. Heisen from Mather Field.

To Wright Field, Ohio: Capt. Vernon L. Burge from Philippines.

To Fort Crockett, Texas: Capt. Joseph H. Davidson from Philippines.

RELIEVED FROM DETAIL TO AIR CORPS: 2nd Lt. William A. Hampton to 14th Coast Artillery, Fort Worden, Wash.; 2nd Lt. Donald R. Patterson to Infantry, 2nd Div., Fort Sam Houston, Texas.

DETAILED TO AIR CORPS: 2nd Lt. Robert G. Turner, Infantry, and to Randolph Field, Texas, for flying training commencing July 1st.

PROMOTIONS: To Lieutenant-Colonel: Major Alfred H. Hoble, rank June 1, 1932; To Captain: 1st Lieuts. Edgar E. Glenn, rank April 26th; John W. Monahan, Ernest E. Harmon, Cortlandt S. Johnson, Charles C. Chauncey, Walter E. Richards, Robert E. Selff, rank May 1, 1932; Homer B. Chandler, May 14th; Carl W. Pyle, May 23d; John M. McCulloch, Richard K. LeBrou, Charles W. Sullivan, rank June 1, 1932; To 1st Lieutenant: 2nd Lts. Narcisse L. Cote, April 26th; George H. Sparhawk, John F. Guillett, Dixon M. Allison, Joel G. O'Neal, Alva L. Harvey, May 1; James W. Andrew, Charles A. Ross, George J. Eppright, Frank D. Klein, rank June 1, 1932.

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1st Lieut. Frederick M. Hopkins, Jr., has been assigned as Assistant Commandant of the Air Corps Engineering School, Wright Field, Ohio, July 1, 1932, vice Captain Grandison Gardner, relieved.

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Captain Guy H. Gale, who graduated from the Air Corps Tactical School, Maxwell Field, Ala., this month, was assigned to duty at Indianapolis, Ind., as Instructor of the 38th Division Aviation, Indiana National Guard.



NOTES FROM AIR CORPS FIELDS AND STATIONS

March Field, Riverside, Calif., May 31st.

Material on this and subsequent pages are not for publication.

Major Carl Spatz, Commanding Officer, 1st Bombardment Wing, and Captain Frank O'D. Hunter, Commanding Officer, 17th Pursuit Group, both left this station via air on May 14th and 15th, respectively, for Dayton, Ohio, where they took part in a conference of the Pursuit Board at Wright Field. After the meeting at that place, Major Spatz proceeded to Buffalo, N.Y., to inspect mockups of Pursuit planes, thence to Langley Field, Va., where he delivered his P-12C Pursuit plane. Captain Hunter flew his Boeing XP-936 low wing Pursuit plane from Wright Field to Buffalo on the same mission as Major Spatz. From that point he flew to Washington, D.C., for a conference with the Chief of the Air Corps on Air Corps matters, leaving his XP-936 at Bolling Field. He then proceeded in an O-38 to Langley Field to pick up Major Spatz and returned to Bolling Field. From that point they both returned to March Field in the O-38.

Nine Bombardment planes of the 11th Bombardment Squadron, under command of 1st Lieut. Charles H. Howard, departed this station on May 20th on an interesting trip to Yosemite National Park. The trip north from March Field to the Park was by way of Death Valley and Mount Whitney. Landing was made at Merced about mid day of the 20th, and from this gateway to the Yosemite the party embarked in automobiles for the journey into the reservation. They returned to March Field May 22nd, having flown over the lowest spot in the United States, 276 feet below sea level, and Mount Whitney, the highest point, and one of the wonders of the world.

War Department orders are taking three of March Field's officers to other fields. The list includes Captain Earle G. Harper, Post Signal Officer, and at various times since coming here in 1927, Commanding Officer of the 47th School Squadron, 70th Service Squadron, and 31st Bombardment Squadron. He leaves on the July transport for Chanute Field. On this transport, with Mitchel Field as his destination, will be Captain Leo F. Post, who was until recently Commanding Officer of the 70th Service Squadron as well as Post Athletic Officer, and incidentally the spirit behind the big league baseball park in which the present 8-team Intersquadron Baseball League stages its games. Second Lieut. James A. Robin, 11th Bombardment Squadron and Adjutant of that organization since 1929, left on the USAT REFUELIC on May 25th for the Philippine Department. It is with regret that the personnel of the field bids each of these officers good-bye, and they carry the best wishes of the entire command.

Kelly Field, San Antonio, Texas, June 1st.

Lieut.-Col. Frank M. Andrews, Office of the Chief of the Air Corps, was recently on detached service here undergoing instruction in blind flying. Col. and Mrs. Andrews motored to San Antonio and their many friends at Kelly Field and San Antonio enjoyed their visit.

Capt. Harry Weddington, in charge of the Reserves in the North Texas District, was on detached service at Kelly Field for the past week taking a course in blind flying. At the same time, Captain Giggin and Lieut. Mattern, Reserve Officers from Capt. Weddington's district, paid Kelly Field a visit to gather information which would be of assistance on their proposed round-the-world flight scheduled to start in June.

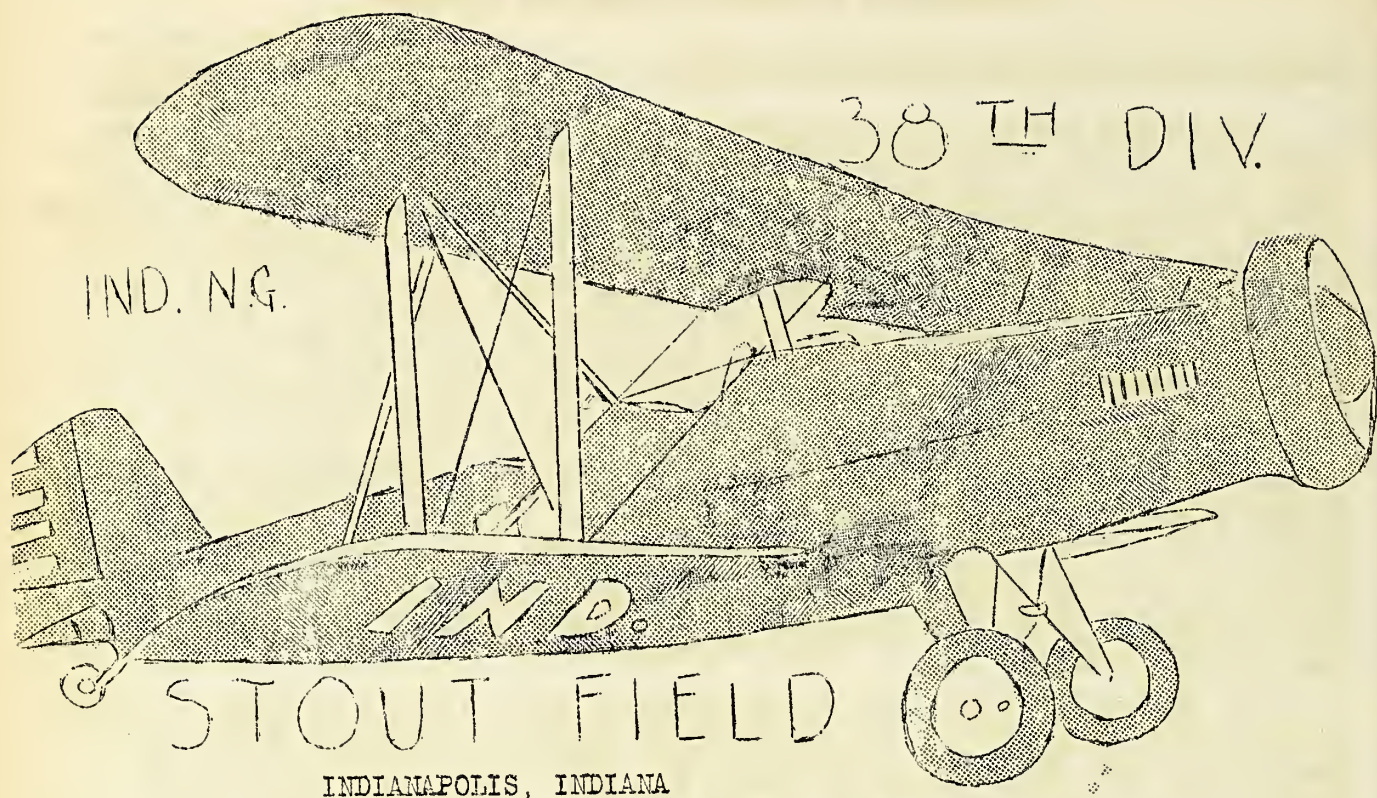
Lt. George H. Beverley departed May 31st on 3 months' leave, one month to be spent at his home in North Texas, and two months in Mexico City. At the expiration of his leave he will report to the Air Corps Tactical School at Maxwell Field, Ala. Lieut. Beverley has been an instructor at the Advanced Flying School for a number of years and he will be missed by his host of friends as well as the many polo enthusiasts in this vicinity who have watched this hard riding aviator wield his mallet in numerous polo tournaments.

The Commanding General of the 1st Cavalry Division, Ft. Bliss, Texas, requested the Air Corps to loan that Division one airplane radio set for use in maintaining communication between the Division Commander and the rear echelon of the Division while on the march during maneuvers at that station. The request received the approval of the Chief of the Air Corps, and the Communications Section, Kelly Field, commanded by Capt. Perry Wainer, removed a BC-157 set from a plane, packed and dispatched it by truck to Fort Bliss the same day. Air Corps personnel will be very much interested in the results of this experiment, which will be reported upon at the completion of the maneuvers.

Major H.H.C. Richards, Executive Officer of the Advanced Flying School, has been instructing the officers, their wives and children on the post in equitation during the past month. At the present time the advanced class and the beginners' class meet three afternoons a week, with a total of forty students receiving instruction. On Decoration Day, Major and Mrs. Richards entertained the riding class with a picnic on the bombing range. A most enjoyable time was had by all.

Technical Sergeant John Caywood, 41st School Squadron, returned to duty from the Base Hospital at Fort Sam Houston, after a month's illness.

Staff Sgt. Rubert E. Ferguson and Pvt. Harlin Shepard are absent from the 41st School Squadron on furloughs.



The Squadron congratulated Master Sergeant John C. Hansen, who at an impressive ceremony on last drill night was presented with the Purple Heart Decoration recently authorized by the War Department. The presentation was made by Major R.F. Taylor, Commanding Officer of the Squadron. Captain A.M. Guidera read the citation relative to the award of decoration. Sergeant Hansen has several other service badges earned during his long service of over thirty years.

We are glad to welcome Captain Guidera back to the Squadron after his illness at Walter Reed Hospital, but likewise we are sorry that he is leaving for a leave of absence, at the expiration of which he will join his new station, Langley Field, Va. We have enjoyed Captain Guidera's stay with the Squadron very much.

Captain Guy H. Gale, Air Corps, who has just completed a course of instruction at the Tactical School, Maxwell Field, was assigned to us as Instructor, relieving Captain Guidera.

The ex-Service men of the Squadron last month organized an Aviation Post of the American Legion. The Post is known as AVIATION POST NO. 171, and organized with 31 charter members. Major Taylor was elected Commander, with Sergeant Hansen as Adjutant.

The Squadron will move to Fort Knox, Ky., for summer training on August 7, next.

We shall be pleased to welcome any of our Air Corps friends who can find time to visit us at camp during the period August 7th to 21st.

We are happy to announce that 2nd Lieut. Sidney A. Stout has been promoted to 1st Lieutenant this week.

#### Boston Airport, Mass., June 10th.

Captains Glenn Salisbury and Joseph Wilson are having the Reserves flying from check maps. Flying to various parts of the New York - Boston airways, the pilots take turns checking for corrections and changes. Among the missions accomplished May 14th were Major Bartlett Beaman, checking near Westerly, R.I.; Lt. "Mike" Harlow, Providence R.I. area; Capt. Charles Clark, Medway and Dedham area; Lt. Newhall, Clinton; Lt. Horace White, Southbridge, Mass. These flights, along with the intense training on close formations, are making the Reserve training more interesting every day.

Reserve officers from Bolling Field paid a visit to the Boston Reserve officers on May 14th. The three O-38 planes arrived at 6:35 p.m., and the C-19 Transport arrived at 6:50 p.m. After putting their ships under cover, the Bolling Field group was whisked to the YMCA at Boston, and thence to the Old France Restaurant where, in the atmospheric surroundings of an old French village scene, a banquet was enjoyed.

Sunday morning they were taken by auto to historical sites and, after a pleasant stay in this city, left for Washington via Albany, Poughkeepsie, Mitchel Field and Newark. Among those who were our guests were Captains H. Wait, Wm. S. Kenyon, Otis F. Tabler, L. McCarty, Lieuts. Howard Behr, B. H. Merchant, William Enyart, J. McFarland and Noble Schilt.

Mather Field, Calif., June 15th:

One of the several incidents occurring during our stay at Honey Lake was the washing out of one of our C-14's. Lieut. Kelly, returning with a load of men and supplies from Mather Field, was the pilot in this particular transport. Due either to the high altitude of the field or the heavy load, one wing dropped and the pilot was unable to bring it up before it dug into the ground. The plane swung around, ripping off the landing gear and breaking off the right wing tip. No one was injured, although the plane had to be salvaged.

Flying training is in full swing in preparation for our trip through the Northwest. The 55th Pursuit Squadron is training in various formations and the 77th Pursuit is spending its time in perfecting various tactical maneuvers in order to show the populace of Medford, Portland, Vancouver, Wenatchee and Spokane the various tactics of a Pursuit unit in war time. All in all, we believe the Group will make a creditable showing and a name for itself, and that all pilots will thoroughly enjoy the trip. Another trip is planned later which will take in a portion of Nevada and the Southern part of California. The same type of maneuvers are planned for this trip as on the trip North, and the Group will be gone from the home field several days.

77th Pursuit Squadron: "Springtime in the Rockies" may sound very well in song, but "Maytime in the Sierras" isn't so hot (both literally and figuratively). Honey Lake wouldn't be so bad were it not for early reveille, the bears that bothered Heinie Deerwester, and the invisible black dog and two visible deer that haunted Lieut. Hopkins. The Acting First Sergeant bore marked resemblance to a Boer farmer, but defied all the laws of nature by mating a red beard with dark brown hair and a gray moustasche.

Sgt. Kosub is beginning to believe that a little knowledge is a dangerous thing - a painful wisdom tooth threatens to jeopardize his trip north with the 20th Pursuit Group. Another case where ignorance would be bliss.

"Are you listenin' Dear?" is the new cry when radio planes fly over certain homes. I reckon the only solution is to equip only bachelors' planes with radio. Imagine the consternation of the poor wife who is told (via radio) "If you hear me, go in the house and tune in on 1000 Kilocycles". Just another "If you don't get this letter, let me know" case.

55th Pursuit Squadron: The 55th Pursuit Squadron finished its aerial gunnery season this month with a rather enviable record of an average score for tow targets of 167.3. This gave the Squadron an average of 1068.6 for all phases of gunnery and bombing. Even more enviable is the Squadron record of not having killed a single deer (with apologies to our contemporaries).

The Squadron is now busily engaged in practicing show formations in preparation for a trip to Oregon and Washington. Lieut. Roth is industriously whipping a nine-ship formation into shape for what we all hope materializes into the "Crack" show outfit of the Air Corps. Here's hoping.

The fishing season opened with all of the Squadron anglers trying for the same fish. It was great fun for the fish(?) until Lieut. Ellison got tired of fishing and jumped in and tried to step on it. The fishermen returned empty handed, with the exception of Capt. Gallagher, who unintentionally brought back an especially choice collection of wood ticks.

80th Service Squadron: During the gunnery season at Honey Lake the 80th Service Squadron lost one of the C-14 transports to the depot at Rockwell Field. Lieut. Kelly, 77th Squadron, had the misfortune to break the landing gear and damage the wing while landing at Honey Lake. It was necessary to send the plane to Rockwell, and Lieut. Deerwester, the Post Engineering Officer, was assigned the task of moving it 17 miles to the railroad. With the aid of a large logging truck and a few house movers' jacks, the job was successfully completed.

San Antonio Air Depot, Duncan Field, Texas, May 31st:

Lieut.-Col. Frank M. Andrews, Executive, Office of the Chief of the Air Corps, while on a recent visit to Kelly Field, dropped in at this Depot for a pleasant informal call.

Lieut. C.E. Thomas, Jr., our Depot Supply Officer, has been sick at the Station Hospital, Fort Sam Houston, Texas, since May 17th, having undergone a minor operation (tonsillectomy, etc.). However, he is getting along nicely now, and expects to be back in his usual good shape shortly.

Maj. John V. Weaver, Air Reserve, business man of San Antonio and an active

aviation enthusiast visited the Depot May 25th, escorting a party of sight-seers, consisting of Mr. Nishan Toor, sculptor, of New York City and Paris; Mr. John Dittmar, a prominent citizen of San Antonio and Mr. Davis of the Artists' Inn of this city.

Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the Colorado National Guard, Denver, ferried a BT-1 plane to the Depot for overhaul. Lieut. I.W. Ott of Brooks Field, also ferried here for overhaul an O-2H of the Colorado National Guard.

Capt. Warner B. Gates, our Adjutant, returned May 30th from the Gulf Coast where he has been enjoying a short leave of absence.

In the Federal Tenpin League, it was a grand finish for the first bowling league of the Federal employees in this vicinity. The Post Office team was declared champion, with the Duncan Field Quartermaster team winning second place in a roll-off from the Duncan Field Mechanics. The Duncan Field Engineers, Division Post Utilities (Fort Sam Houston) and Headquarters Eighth Corps Area teams tied for fourth place. The Veterans Bureau, San Antonio Arsenal, Duncan Field Flyers, and Normoyle Quartermaster Depot teams finished in order. A new league was reorganized with eight entries - Post Office, Duncan Field Quartermaster, Duncan Field Mechanics, Duncan Field Engineers, Division Post Mechanics (Fort Sam Houston), Headquarters Eighth Corps Area, San Antonio Arsenal, and Division Post Quartermaster (Fort Sam Houston) teams, the new schedule starting May 31st.

#### Brooks Field, Texas, June 1st:

Major Frank D. Lackland, Commanding the 12th Observation Group, with his Adjutant, 1st Lieut. Winfield S. Hamlin, made a flying trip on May 11th to Port Lavaca, the Group Gunnery camp, where the 88th Observation Squadron is completing its gunnery.

While the Major inspected camp, Lieut. Hamlin made a survey of fishing conditions. With the assistance of Mr. Sgts. Walter M. Blakey, Lewis B. Flynn, and Staff Sgt. Opal E. Henderson, seven red fish were made ready for transportation back to Brooks Field, the largest of which weighed eight pounds, and for a total weight of 35 pounds. A bushel of oysters were also gathered to use as a chaser.

Major Lackland reports that his arm got tired answering salutes, until he discovered the men were not saluting, but were slapping mosquitoes.

Scoring was being handicapped due to difficulty in distinguishing between hits and mosquito bites on the targets.

The prize fish story related by Capt. Jack Scott, Flight Surgeon, and vouched for by Capt. C.E. Giffin, Commanding Officer of the 88th, is that while sitting on the shore evenings, the fish jump out into their laps. Believe it or not.

War Department orders were received appointing Sgt. Andy Byron, 22nd Observation Squadron, Brooks Field to the July, 1932, Air Corps Primary Flying Class at Randolph Field. Sgt. Byron will train in grade. This soldier, 29 yrs. of age, first enlisted May 23, 1919, and served the major part of his first enlistment in France at Bourges and Paris, and in Germany with the American Army of Occupation. He now has completed twelve years service, and his exceptional record instigated the waiving of Regulations that limit the training of non-commissioned officers to the first three grades. Sgt. Byron already holds a commission as 2nd Lieutenant in the Q.M.C. Reserve. He will be the last enlisted man to receive training in grade in the Air Corps Primary Flying School.

Staff Sgt. Lloyd W. Thacker, 22nd Observation Squadron, also will enter the July class at Randolph Field, to train in grade, his application having been approved some months ago.

Brooks Field, and particularly the Squadron these ambitious men represent, are rooting strongly for their successful completion of the flying course.

Capt. Virgil Hine, and 2nd Lieuts. Truman H. Landon, Mills S. Savage, Thomas L. Thurlow, Daniel W. Jenkins, Air Corps, and 2nd Lieuts. Walter G. Edwards, Luther J. Fairbanks, Earl F. McIntyre, Theron A. Wilbanks and Don W. Smith, Air Reserve, Fort Crockett, Texas, with 11 enlisted mechanics, arrived at Brooks Field May 14th, to participate in maneuvers with the Second Division at Fort Sam Houston. They brought ten A-3B attack airplanes, equipped not only for normal attack missions, but for laying smoke screens. Brooks Field was delighted to offer hospitality, the officers being quartered at the Officers' Club, and

the enlisted men attached to Squadrons on the Post, Capt. Hine was busily re-  
newing acquaintances, and noting changes at the Field where he formerly was  
Adjutant.

War Department orders were received assigning Major Henry J.F. Miller to  
Brooks Field, effective on or about July 1st. At present Major Miller is on  
duty with the General Staff School at Ft. Leavenworth, Kansas.

Major H.H. Young, Brooks Field Executive Officer, is conducting a class on  
the vital subject of Interior Guard Duty, with the entire commissioned personnel  
of the Post, as well as the non-commissioned officers of the first three grades  
attending.

The 22nd Observation Squadron, commanded by 1st Lieut. A.S. Heffley, re-  
cently participated in night flying training.

The second monthly Field and Track Meet was held at Brooks Field May 28th.  
The 58th Service Squadron, commanded by Capt. C.H. Welch, are leading in Track  
and Field honors, due to their exceptionally excellent showing in the first  
Field Day held recently. All five organizations stationed here are very enthu-  
siastic over the idea of having monthly field days and are devoting much of  
their spare time putting in some hard practice.

Lieuts. Mell M. Stephenson, Jr., William Beverley, Jr., Mack O. Travis, Jr.,  
Howard C. Stelling, Reuben L. Spickelmier and Lewis J. Conners, Air Reserve,  
were stationed at Fort Eliss, Texas, for three weeks where they cooperated with  
the First Cavalry Division ground troops.

The 88th Observation Squadron, commanded by Capt. C.E. Giffin, A.C., held  
preliminary and record bombing practice at Brooks Field during the week of  
May 23 - May 30th.

Second Lieuts. Samuel O. Redetzke, Carl R. Storrie and Larry N. Tindal,  
graduates of the Air Corps Technical School, were ordered to Brooks Field for  
duty.

Major H.H. Young, Brooks Field Executive Officer, was unanimously elected  
President of the Officers' Club, vice Capt. Louis R. Knight, who was ordered  
to the School of Technology at Boston, Mass., for duty.

Lieut. J. H. Hicks, Commanding 1st Photo Section, was on duty with General  
Headquarters, Second Division, as Photographic Officer, during the manuevering  
period.

Lieut. Edwin W. Rawlings who recently completed a tour of foreign service  
in the Hawaiian Department, reported to Brooks Field and was assigned to the  
12th Observation Squadron for duty.

#### Fort Crockett, Texas, June 10th:

An annual training and tactical inspection of the Third Attack Group was  
conducted June 1st by Major-General Edwin B. Winans, 8th Corps Area Commander,  
and Staff. After their inspection of the line, hangars and administrative  
work, an aerial review was flown for them.

Lt.-Col. Horace M. Hickam, arrived here June 1st for a two-days' visit,  
while flying a P-12 on an extended cross-country flight from Bolling Field.

Major Davenport Johnson whom Col Hickam will succeed as Commanding Officer  
of this Group, the latter part of June, will become a member of the General  
Staff of the War Department at Washington.

According to press release from Washington, the Third Attack Group will not  
move to Barksdale Field, Shreveport, La., this fiscal year, as earlier reports  
had planned, but will remain at Galveston for an undetermined period.

Capt. Roy W. Bradley, Chaplain, reported to this station for duty and is  
holding his services in the service club building.

Field Maneuvers were held at Camp Hulen, Palacios, Texas, from May 7th to  
16th. Officers and enlisted men enjoyed the outing the manuevers offered, de-  
spite the fact that they were continuously the victims of beetles and insects  
of every description.

Lieut. Nathan F. Twining reported for duty with the Group, June 4th. He  
was formerly with the 26th Attack Squadron, Hawaii.

Lieut. John H. Davies, reported here for duty from Luke Field.

#### Chanute Field, Rantoul, Ill., June 7th:

The Summer Schedule was placed in effect at the field and the Technical  
School, starting June 6th. Summer hours are from 7:00 A.M. to 1:00 P.M., with  
a short mid-forenoon recess period.

The Hoopeston Chamber of Commerce held its weekly meeting at the Officers' Mess, Chanute Field, on June 2nd. The Commandant and 14 officers of his staff attended. The speakers of the day were enthusiastic in their references to the opportunity to become acquainted with the Air Corps Technical School, its equipment, methods and personnel. After luncheon the party was joined by ladies and proceeded to the flying line, where group photographs were taken. The early afternoon was spent witnessing flying operations, followed by an inspection visit through the departments of the school with members of the school staff as escorts.

Second Lieut. Fred O. Tally, seriously injured in a recent automobile accident caused by crashing into a concrete culvert when he was blinded by a spotlight, is recovering. Soon after the accident he was transferred to the Station Hospital at Fort Sheridan, Ill., where for several days his condition was not only critical but his recovery doubtful. Lieut. Tally was on duty as student in the Maintenance Engineering Course.

The officers and ladies of the field entertained at the monthly club dance on May 28th, approximately eighty couples attending. The fifth of a series of "Dancing Dinners" of the season 1931-1932 was held by the Officers' Mess on the evening of May 19th. About sixty guests attended in couples and in dinner parties.

The Chamber of Commerce of Hoopeston, Ill., on May 24th, entertained Lieut. Col. James A. Mars, Commanding Officer and Commandant, and several officers of his staff at luncheon at Hoopeston, some thirty miles northeast of Rantoul. Those attending with Col. Mars were Major Lloyd W. Ballantyne, M.C.; Capts. Walter Bender, Samuel C. Skemp, S.M. Connell and Fred S. Borum, A.C. and Simon Jacobson, Q.M.C.; 1st Lieuts. W.C. Farnum, N.R. Laughinghouse, Herbert W. Anderson, A.C., and F. Herbert Hoehlman, Chaplain. Col. Mars was guest speaker and stressed the value of coordination and cooperation between civilian organizations and the military establishments, in matters of mutual interest.

#### 44th Observation Squadron, Albrook Field, Canal Zone:

With the arrival of the Squadron at Albrook Field, on the Pacific side, a new phase of Air Corps activities was inaugurated. Airplanes were discarded for wheelbarrows and thickness gauges and Crescent wrenches were replaced with picks and shovels. In other words, the outfit went to work, from seven in the morning until four in the afternoon faced with all the problems to be found in the opening of a new field. Although the afternoon "siesta" seems to be an old Spanish custom and one usually practiced in the tropics, the tremendous amount of work remaining to be accomplished necessitates a full eight-hour program of fatigue.

The entire personnel, both commissioned and enlisted, is busy leveling ground preparatory to grass planting. While this sounds easy when relegated to typed words, an example may be found in the fact that in one quarters area alone, 200 loads of dirt were removed and approximately 200 loads remain to be disposed of. Then, too, the unsodded area presents a distinct problem with the rainy season coming on. The Quarters area is situated on a hill and following one heavy rain last month fully a thousand yards of dirt were washed away and must be replaced.

The work is progressing steadily, but the organization is hampered considerably due to the lack of adequate equipment. All trucks are being loaded by the old pick and shovel method, whereas a mechanical shovel would not only speed up the work but would release a number of men for other types of labor.

Although the work remaining to be done seems unlimited, the burden was materially lightened through the constant cooperation of 1st Lieut. Barney L. Meeden, Q.M.C., in charge of construction. A great deal of work allocated to soldier labor was accomplished by spare labor put on the job by Lieut. Meeden. Some relief is seen in the promise of Major General Preston Brown, Department Commander, to move another Squadron here some time during the coming month.

Eight planes were assigned to the Squadron, but only three were brought to this side, the remaining five having been loaned to the Seventh Observation Squadron at France Field. Tactical training was virtually abandoned, and what training will be carried out, including flying time for enlisted men, will be done in the three O-190's now at Albrook Field and one transport to be loaned by France Field.

The Squadron is occupying one of the smaller barracks, but there is ample space in each squadroom, which is a pleasant change after the crowded conditions



prevalent at France Field. Another innovation greatly appreciated by the enlisted personnel is the presence of hot water for use in showers. This is a distinct feature as there are no other barracks on the Isthmus with hot and cold showers. Another outstanding item is the installation of an ice machine in each kitchen.

A temporary Post Exchange, with 1st Lieut. C.E. O'Connor as Post Exchange Officer, is now functioning in one of the unoccupied barracks and will remain there until the construction of an E. & R. building.

#### Mitchel Field, Long Island, N. Y., June 2nd:

Aberdeen's excellent nine-hole golf course furnished the First Observation Squadron with exercise and entertainment during their sojourn in the swamplands of Maryland. Paul Waterman, lately of the Attack Group and points south, took first place in a handicap golf tournament held by the Squadron Officers.

Lieuts. Mulligan, DeMarco and Jacques spent ten days at Fort Hoyle, Md., from May 16th to the 26th, adjusting fire and towing targets for the Artillery units stationed there.

Lieut. McLeod carried out a successful liaison mission with ground troops in the vicinity of Langley Field, May 17th to 20th.

The 61st Service Squadron received and is using a new crane, designed for removing engines from airplanes as well as installing them therein. It is a portable affair, mounted on a Caterpillar "10" Tractor. With it, engines can be changed in any type of ship at a great saving in time and labor.

The Fokker, piloted by Lieut. Herbie Orr, left Mitchel May 28th for its regular trip to Chanute Field, carrying students to the Technical School.

The sudden increase in broken hearts throughout the land might readily be explained by the desertion from the ranks of the bachelors of another of our enterprising young officers. Lieut. J.K. Gerhart took unto himself a bride, Miss Helen O'Brien, on the evening of May 20th, at Christ's Episcopal Church, Chicago. The couple are now in Canada on their honeymoon.

It must be in the air. "In spring a young man's fancy etc., etc., etc." Whatever the cause, another bachelor was not to be outdone by Brother Gerhart. Our good friend Dave Laubach is soon to take the fatal step. Miss Jean Hatcher of New York, is the unfortunate young lady. They will honeymoon in Maryland.

The Fifth Observation Squadron left Mitchel on June 2nd, flying in a 12-ship formation, and headed for Aberdeen for gunnery. They promise to surpass the record made by the First. That, however, remains to be seen.

Every day is moving day at Mitchel, or so it would seem. Slowly, but surely, singly and in pairs, the new officers' quarters are being turned over by the contractors. Interior decorators, landscape artist, etc., are in evidence on all sides. Truly, in time this station will be a spot of beauty.

#### Selfridge Field, Mt. Clemens, Mich., June 10th:

17th Pursuit Squadron: The Squadron welcomes the transfer of Lieuts. Slaughter, Harvin, Pursley, Brown and Pitman from the 36th. The vacancies from various causes which have occurred, and the termination of active duty of several Reserve Officers which will occur on July 1st, made these pilots doubly welcome.

Not so long ago the 17th was reported as chortling gleefully when the four P-6A's were transferred to the 94th to fill their fast thinning ranks. The above mentioned airplanes are now back in their old places in our hangar.

27th Pursuit Squadron: One day not long ago the pilots and mechanics of the 27th sat back with a sigh of relief and for the first time in weeks ceased lurching off their finger nails. The reason for this sudden change in diet was an apparently final decision that the squadron would not be required to exchange its admirable P-12E's for the somewhat temperamental P-16's of the 36th Pursuit Squadron, due to be transferred to Langley Field in a few days.

However, to prevent things from being too pleasant and to keep the 27th gripsters in good form, it was announced that five pilots of the 36th had achieved the distinction of transfer to the 27th, so now Lieuts. Thayer Olds, Mark Bradley, M.D. Blaine, E.B. Franklin and J.D. Lee are among the select of Selfridge. They are adapting themselves to proper Pursuit training in satisfactory fashion.

Bradley made a rather interesting attempt to save his old 36th insignia, a

weird head with drooling jowls, sewn to his flying jacket, but was convinced after he felt the full weight of the 27th argument.

Lieut. Francis Griswold, as usual with the advent of warm weather, is emulating any very ancient mariner and occasionally is seen several yards out in the lake in a water-logged and barnacle-ridden old tub that is being nudged spasmodically through the water by an asthmatic outboard corn-popper. A stiff four-mile wind last week held Admiral Griswold off shore for forty minutes.

However, Lieut. George F. Smith, also of the 27th but soon due to be relegated to the Engineering School at Wright Field, is the only proper sailor on the post, being post marine officer, and as such keeps the rather considerable Selfridge flotilla in questionable trim to rescue any planes that might be forced down in the lake. The chief difficulty is that the Smith navy can't brave the waves because the post amphibian planes, maintained to succor both land planes out of their element and our elementary navy, are not permitted to make water landings due to the doubtful ability of the navy to rescue them in turn.

On June 24th the entire 1st Pursuit Group will take off from Selfridge Field and head west for Chicago, for the purpose of taking part in the great military maneuvers in celebration of the George Washington Bi-Centennial, under the command of Major General Frank Parker, Commanding General of the Sixth Corps Area.

Under the direction of Major G.E. Brower, Commanding Officer of the Group, all squadrons in the Group are undergoing strenuous preparation for this trip. Every effort is being made to put in commission all available planes, so that full eighteen-ship squadrons can train for and take part in the maneuvers. Many formations are flown every day to perfect the efficiency of the squadrons in their tactical and drill formations. The ground crews are kept busy servicing and keeping the ships in trim for their long hours of work. But the labor and care involved is bearing fruit, for all squadrons are showing excellent flying, and should make a good impression on the military and civilian population of Chicago.

#### Scott Field, Belleville, Ill., June 1st:

The Signal Corps loft at Scott Field recently entered five of its birds in the show held by the Springfield Pigeon Club at Springfield, Ill., on May 29th, and succeeding in placing all five in first and second classes, although sixty birds of the homing pigeon class were entered. The Scott Field birds won firsts in the class for dark check cocks and for birds of unclassified colors. They also took second places in red and blue bird classes.

#### 40th Division Aviation, Calif. National Guard, Los Angeles, Calif., June 4th:

Federal inspection of this unit was made May 15th by Capt. E.B. Bayley, A.C., unit instructor. Col. Ned Orr, 40th Div. Signal Officer, was a guest of the squadron at luncheon.

In the afternoon a joint problem was carried on between this squadron, the Army Air Corps Reserve of Long Beach, Calif., and the Naval Reserve Aviation of the same station. The problem took place at sea, off the coast between Fort MacArthur, San Pedro, and Oceanside, Calif. It involved the time element, interception and radio communication, and light Bombardment, Observation and Pursuit tactics. After the completion of the problem, all ships landed at Long Beach, where a critique was held.

The same afternoon one of our radio-equipped planes, piloted by Lieut. J.V. Wallen, with Staff Sgt. A. Windberg as operator, flew several miles off shore and welcomed to California, and in behalf of the 40th Division, Calif. N.G., via radio, Major-General G.E. Leach, Chief of the Militia Bureau, who was aboard the transport REPUBLIC some 100 miles at sea, coming from New York to San Francisco, via the Canal. The General appeared to be impressed and pleased as he received the message and sent his reply from the radio room of his ship.

On May 22d, the 115th Observation Squadron was formally inspected by Major-General George E. Leach, Chief of the Militia Bureau, accompanied by Brig.-Gen. Seth E. Howard, The Adjutant General of the State of California; Brig.-Gen. Walter F. Story, Commanding the 80th Brigade, 40th Division, Calif. N.G., and Lieut. Col. John N. Jeffers, Air Officer, 40th Division Staff. The party thoroughly inspected the troops, flying equipment and all sections. Gen. Leach directed the movements of a plane via two-way radio voice from the ground, and witnessed the tactical operations for the morning, which consisted of a 3-plane artillery adjustment via radio; a 5-plane review formation, 2 planes on aerial gunnery and 1 plane on instrument (Blind) flying. The inspecting group, together with Mrs. Leach and Mrs. Howard, remained as luncheon guests.

Patterson Field, Fairfield, Ohio, June 3rd.

Fifty-three officers from the Tactical School Staff and student body at Maxwell Field, Ala., visited here May 18th on an inspection tour. An informal hop and buffet supper was given in their honor at the Officers' Club. The occasion was well attended and a good time was had by all.

During April, 19 airplanes were given major overhauls and 18 minor overhauls, while 40 engines were given major overhauls and 24 minor overhauls.

Captain Woody and Lieut. Welsh, Bowman Field, ferried planes to this station for minor repair on May 24th. Lieuts. Horton, Kase, McGregor, Moon and Watson from Maxwell Field, Ala., ferried planes here for major overhaul.

Lieut. Timberlake ferried an O-19B to Pope Field, N.C., May 17th, and Lt. Zeigler a P-12C to Maxwell Field, Ala., on May 26th.

Cross-country flights were made by officers at this station, as follows: Lieut. Irvine to Ft. Wayne, Ind., May 21st; and to Selfridge Field, May 23rd; Capt. Flickinger to Stout Field, May 24th; Lieut. Goodrich with Capt. Howard to Stout Field, May 30th; Lieut. McPike to Bowman Field, Ky., May 25th.

The following officers ferried Air Corps supplies to other stations during the past two weeks: To Chanute Field - Major Sneed, May 16th; Lieut. McPike, May 19th; Lieut. Irvine, May 25th; Lieut. Timberlake, May 28th; To Lunken Airport, Lieut. Zeigler, May 19th; To Bowman Field, Lieut. Asp, May 20th; to Selfridge Field, Lieut. Williamson, May 24th; Capt. Lewis, May 26th.

Cross-country visitors at this station, from May 16th to 31st, were as follows: From Lunken Airport, Lieut. Hart, Capt. Colgan, Lieut. Vigel, Lieut. Trostel, Major Kelly, Capt. Hetch; from Chanute Field, Captains Connel, Skemp, Lieut. White with Lieut. Morrison; from Sky Harbor, Tenn.: Lieut. Catron with Lieut. Potter, and Lieut. Slean with Major Fox; from Selfridge Field, Captain Whitehead, Lieuts. French, Swain and Bradley; from Bowman Field, Ky., Lieut. Welsh with Lieut. Moran, Lieut. Welsh with Lieut. Keim; from Columbus, Ohio, Lieut. Rogers with Lieut. Zimmerman; Lieut. McConnell with Captain Hawkins; from Detroit, Lieut. Nicol; from Fort Leavenworth, Kansas, Captain Day; from Cleveland, Captain Gill; from Schoen Field, Ind., Lieut. Genare; from Mitchel Field, N.Y.: Lieut. Orr with six enlisted men; from Scott Field, Ill.: Lieut. Clark with eight enlisted men; from Maxwell Field, Major Echols and Lieut. Cummings.

Fort Sill, Oklahoma, May 26th.

As the Field Artillery School enters the home stretch of the academic year, Flight "E" has found itself busily engaged in reconnaissance, surveillance, and adjustment work for the various General Field Exercises. This tactical work is particularly valuable to Air Corps pilots and observers, as service conditions are closely adhered to, both in the tactical handling of the problems and the personnel and materiel employed. The Flight cooperated in seven Field Exercises, actually firing 17 artillery adjustments. Thirty reconnaissance flights were made with Field Artillery students as observers.

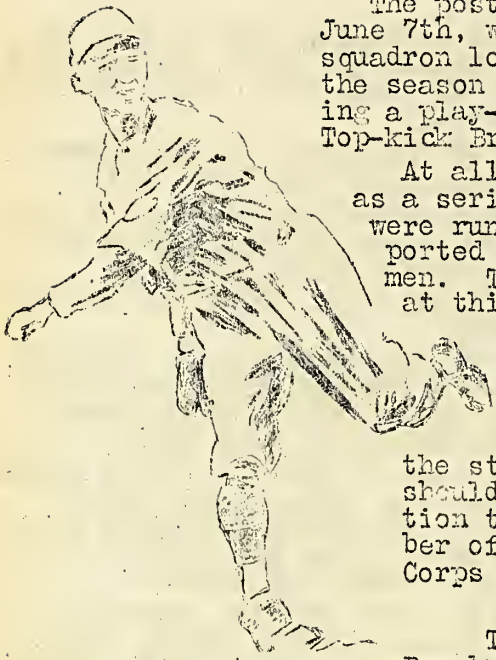
Preliminary conferences were already held and orders issued for the five-day maneuver which winds up the school year. Air Corps activity in connection with this "War" will be greater this year than ever before. An interesting and instructive period is anticipated.

The following pilots visited this station on cross-country trips during May: Major Hanley, Lieuts. F.J. Lauer, F. Wolfe, L.D. Weddington, M.K. Lewis, F.R. Uptegrove and S.R. Brentnall, Randolph Field; Lieuts. H.S. Haughton, J.A. Barnes, B.G. Holloway, D.M. Kesler and H.E. Rice, Brooks Field; Lieut. L.V. Beau and Lague, N.G. of Lowry Field; Capts. Sheldon and Gilchrist, Lieuts. Camblin, Lohr and Freeborn, Hatbox Field; Lieut.-Col. H.H. Arnold, March Field; Capt. O.H. Quinn, Fort Leavenworth.

Lieut.-Col. H.M. Hickam, A.C. (General Staff) visited here May 18th and departed for Denver, Colorado, May 20th.

Lieut. D.J. Ellinger, flying a C-14, arrived from San Antonio Air Depot on May 23rd with approximately 700 pounds of freight and departed the same day for the depot with 1,000 pounds of freight.

The following cross-country trips were made by pilots of this command: To Denver, Colo.: 2nd Lt. Claire Stroh with Capt. R.E. O'Neill, April 29th; 2d Lieut. D.T. Mitchell with Lieut. F. Wolfe, May 2nd, ferrying personnel; To Duncan Field, Texas: Capt. Frank H. Pritchard with Staff Sgt. Tomes, May 2nd, to attend Engineering and Supply Conference; 1st Lieut. Wm. L. Ritchie with 1st Lt. J.P. Kirkendall, ferrying aircraft, May 10th; 2nd Lieut. Claire Stroh with Tech. Sgt. Herb, ferrying supplies; To Oklahoma City, 1st Lieut. Wm. L. Ritchie with 2nd Lieut. F. Goodall, ferrying personnel; To Hatbox Field, Capt. Frank H. Pritchard with Pvt. Wickham, for photographic training, May 20th; To Mineral Wells, Texas: Capt. Frank H. Pritchard with 1st Lt. Roger Wicks, F.A., May 16th, for communications training; To Wichita, Kansas: Capt. Frank H. Pritchard with Staff Sgt. Dugay, May 6th, for navigation training.



The post baseball league at Fort Crockett, Texas, ended June 7th, with the 90th Squadron champions of the inter-squadron loop. The Dice-men of the 90th Squadron shortened the season by winning both first and second halves, eliminating a play-off. Throughout the entire season the boys under Top-kick Braxton demonstrated wonderful ball playing ability.

At all times the 13th Squadron, Champions of 1931, stood as a serious threat to the Dice-men for the post flag, and were runners-up in both halves. These boys were well supported at each game by their fellow officers and enlisted men. This was the first season for First Sergeant Harmon at this post, and with home runs and plenty of hits for extra bases, this Top-kick made himself very popular and added much strength to the Ghost outfit line-up.

Lieut. Truman H. Landon, Post Athletic Officer, will personally manage a post team, consisting of the star players of the four squadrons. This team should have strength to let, and will be strong opposition to any post or minor league baseball team. A number of games have been arranged with other nearby Air Corps posts and city teams of Galveston.

-----  
The first game of the Scott Field Intercampany Baseball League was played May 17th, the teams representing the 9th Airship Company and the 24th Airship Service Company being the contestants. The 9th Company won by the score of 3 to 2 in a game featured by excellent pitching and costly errors. The game was won in the ninth on Booth's single, his steal and a single by Bahorich. Kuntz pitched the entire game for the 9th, granting six hits and striking out 10. Phillips, for the 24th, allowed 4 hits and struck out 8.

The other two teams in the Intercampany League are the 15th Observation Squadron and the Staff. These teams are scheduled to play 3 games with each other. The 15th Observation team, broken up by the absence of most of its members on field duty at Camp Custer, Mich., and Camp Oscoda, Mich., will not take part in the League until after their return, about July 1st.

Thus far the 9th Airship won two games and lost one; the Staff won one and lost one, and the 24th Airship Service Company won one and lost two.

-----  
Just recently the Great American Life Insurance team in the Commercial League, San Antonio, issued a sweeping challenge to any team in San Antonio for a game, and the San Antonio Air Depot club in the Sunday Morning League took them on Saturday afternoon, May 28th, on their home grounds and put the Insurance boys down 10 to 1. With the bases clogged in the fourth, Howard Fikes (SAAD) socked one to deep right, sending three runs over and putting the game on ice. Three sparkling double plays by the Depot team featured the game. The S.A.A.D. team is leading the Morning League with a clean slate.

-----  
The 62nd Service Squadron baseball team copped first honors in the Inter-Squadron baseball competition at Brooks Field, Texas. The fight for first honors was rather one-sided, due to the fact that the 12th, 22nd and 88th Observation Squadrons were on maneuvers, and were handicapped as far as practices were concerned. The 58th Service Squadron is runner-up. A second half was started on June 3rd, and Lieut. A.L. Bump, Jr., Post Athletic Officer, announced that a Post Team will be organized in the near future for the purpose of playing Kelly Field, Randolph Field and Fort Crockett baseball teams.

-----  
With threatening clouds overhead and noise of thunder in the distance, the baseball teams of the 17th and 27th Pursuit Squadrons went at each other in the opener of the Selfridge Field baseball season, May 25th. The 17th was favored to win the game, but just to prove that this season will follow no set procedure and will have many surprises in store for the fans, the 27th upset the dope by roundly trouncing the 17th by the lop-sided score of 14 to 4.

The ill temper of the Weather Man upset the schedule somewhat. He poured rain on Selfridge Field all the following week. The second game, June 5th, was a good battle between the 36th Pursuit and 57th Service Squadrons. Captain Whitehead's warriors (the 36th) ended up on the long end of a 7-3 score, a result largely due to "Red" Everett's air-tight pitching. The game did not count in the Post League standings because the 36th is packing up baggage and moving soon to Langley Field, which is to be their new permanent station. But the 36th wanted to play a game before leaving to prove, as Captain Whitehead said, that it was a good thing for the other teams that the 36th couldn't compete for the trophy this year.

Four teams will battle it out for the trophy, the 17th, 27th, 57th and 94th Squadrons. Each team will play two games with the other three teams, and the Squadron League games will end before July 10th, when the first squadron goes to Oscoda for gunnery. In July, a Post Team will be organized to play other army teams and local clubs. The fans have a full season to which to look forward.

436th Pursuit Squadron, Reserve, Richards Field, Kansas City, Mo. June 14.

As Shakespeare never said, versatility is not without virtue, even in this era of specialization, particularly of the flying units of the U.S. Army Air Corps. The Air Corps Reserve has had its little difficulties in this specializing process, due to the character of its equipment, but the 430th Pursuit Squadron displayed the opposite virtue of versatility on the occasion of the visit of Ruth Nichols, women's altitude champion, to Kansas City.

In providing an escort into the city, Captain Wm. B. Wright took advantage of a favorable concentration of equipment and had Pursuit (P-1C), Attack (O-1E) and Bombardment (B-5A) airplanes in the air at the same time, all piloted by members attached to the 430th Pursuit Squadron, Reserve, of Richards Field. As has been remarked, a stray virtue is still a virtue nevertheless, and favorable concentration of equipment is a big help also.

Pilots participating were 2nd Lt. E.P. Curry in the Curtiss Hawk; Capt. Wm. B. Wright with Lts. M.R. Pincomb and J.N. Going flew the Curtiss Falcon formation, and 2nd Lt. Morris Knight, an old Bombardier from Langley Field, flew the Keystone Bomber with 2nd Lt. A.G. Hunter as co-pilot. Second Lieut. Moon (M.H.) Mullins performed in the Primary Trainer.

The last week in May and the first two weeks in June found the 430th Pursuit Squadron, Reserve, engaged in some fine training trips, arranged by Captain Wm. B. Wright, instructor and commander of the unit. May 27th saw them off to Omaha to take an active part in the National Balloon Race and Air Races, giving performances on each day of the four-day event, using three-ship formations flying simultaneously. Maneuvers included echelons, V's, lines, stacks, inverted V's, and loops in formation. While not meaning to boast or make any comparisons, we would like to quote a paragraph from a letter received from Mr. Phil Henderson, General Manager of the Races:

"The show your men put on was very remarkable, and while we have always had the Regular Army at the National Air Races, I have never seen a better display of flying than your unit did here in Omaha. I have heard a great many favorable comments on your part of the program, and I wish you would express to all the members of your unit who were here our appreciation of their efforts."

Last week Captain Wright led a formation of three O-1E's to Delafield, Wis., to take part in the Commencement Exercises held there for the graduating class of St. Johns Military Academy. The trip was made by way of Chicago.

At the District Model Airplane Contest held in Swope Park, Kansas City, Mo., three O-1E's gave a demonstration of formation flying with the maneuvers mentioned above. A P-1C flown by a pilot of the local unit accompanied with an exhibition of aerial acrobatics.

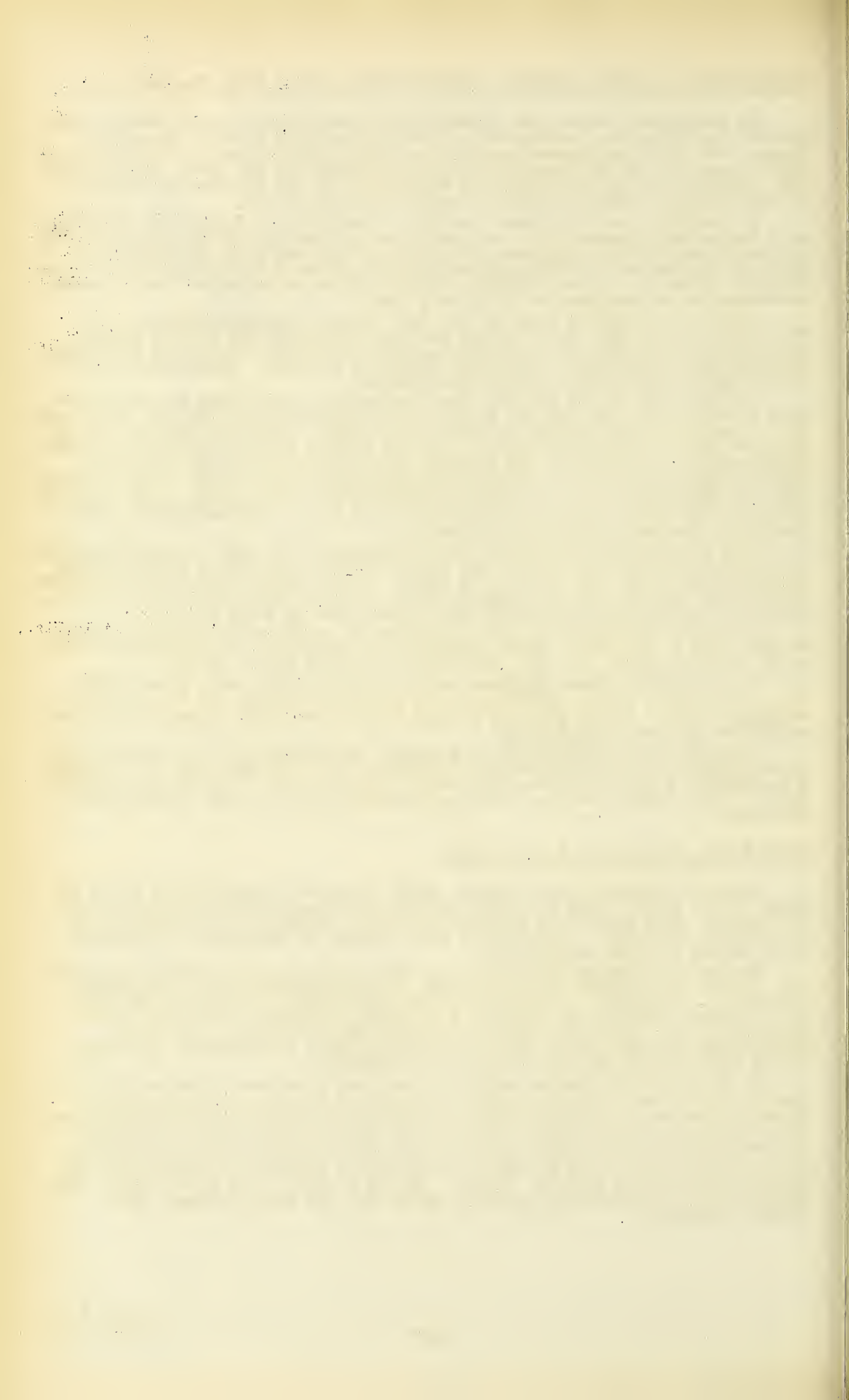
Personnel on the Omaha trip were Captain Wm. B. Wright, A.C., and the following Reserve officers: Captains J.W. Ranson, J.W. Williams, Lts. J.N. Going, B.A. Sweeney, R.A. Moorehouse, E.P. Curry, T.S. Poquette, M.R. Pincomb and W.E. Lewis. Capt. Wright and Lts. Curry and Poquette made the trip to Delafield, Wisconsin.

Clark Field, Pampanga, P.I., May 23rd.

Captains Hornsby, Ellis, Lieuts. Hardy, Gregg and Murphy are on leave in China at the present time and will take the June Transport from there back to the States. This leaves the Squadron short five officers of the sixteen who are normally assigned. Replacements will probably be sent here from Nichols Field within the next thirty days.

Our present line-up of officers and their duties are as follows: Captain L.R. Hewitt, Commanding; Major I.F. Peak, Flight Surgeon; Lieuts. R.W. Harper, Adjutant; J.B. Burwell, Personnel Adjutant; Y.H. Taylor, Operations Officer; A.R. Springer, Engineering Officer; G.E. Henry, Utilities, Police and Prison Officer; W. Goss, Transportation and Squadron Supply Officer; T.J. DuBose, Mess Officer and Officer in Charge of Barracks Area; J.R. Hawkins, Air Corps Supply Officer; D.D. Fisher, Communications Officer.

On May 13th the Squadron called off work and celebrated Organization Day. Most of the day was devoted to golf, baseball and swimming. That night Sgt. Mitchell arranged a very nice dinner which was attended by all the officers and their families, noncommissioned officers and their families, and, of course, all the men were there early. After dinner, entertainment was furnished for some two hours by a group of cabaret entertainers imported especially for the occasion from Manila by Lieut. DuBose. It was a really good show - "Lucy" apparently being the favorite, although Buster and the Garcia Sisters were warmly applauded.





# AIR CORPS



X-A8

McCLASKEY

# NEWS LETTER

ISSUED BY  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

July 19, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from the Fields.

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#### NEW ORGANIZATIONS FOR THE ARMY AIR CORPS

**A** PART of the Five Year Program for the expansion of the U.S. Army Air Corps, by order of the War Department inactive units at Langley Field, Va., were rendered active on June 25th to compose what is now known as the Eighth Pursuit Group, and which has been placed under the command of Major Byron Q. Jones, Air Corps, until recently on duty with the War Department General Staff.

The organizations included in this Group will include Headquarters, 33rd, 35th and 36th Pursuit Squadrons, and the 58th Service Squadron. The approximate commissioned and enlisted personnel of the entire Eighth Pursuit Group is figured at 33 officers and 475 enlisted men.

Headquarters Detachment, with approximately 25 enlisted men, will be under the command of Captain C.H. Welch, who will also continue his duties as Commanding Officer of the 58th Service Squadron, which arrived at Langley Field on June 15th with three officers and 130 enlisted men.

The 33rd Pursuit Squadron will form a combat unit with Captain H.H. George in command. The organization stands at its full strength at the present time in commissioned personnel with 18 officers. Enlisted strength is approximately 120 men. Pilots of the 33rd Squadron are equipped with 18 planes of the P-12, C and D Series.

The 35th Pursuit Squadron has at present 7 officers and 100 enlisted men, and will be strengthened in the near future.

The 36th Pursuit Squadron, with 1st Lieut. J. C. Hodgson in command, has a personnel of 5 commissioned officers and 100 enlisted men.

These units are carrying out regular Pursuit tactics and training.

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Two new Air Corps stations are making their appearance on the West Coast in the San Francisco Bay region. They are Hamilton Field, the new flying field in Marin County, and Benton Field, the new Supply and Repair Depot at Alameda, to serve West Coast activities. Provisions are now being made at Hamilton Field for one squadron thereat, contracts having been awarded June 20th for the construction of a 200-men barracks, warehouse, shop, radio building, one large hangar and several officers' and noncommissioned officers' quarters.

The field was named in memory of 1st Lieut. Lloyd Andrews Hamilton, killed in action near Lagnicourt, France, Aug. 26, 1918. He was born in Troy, N.Y., on June 13, 1894, and after graduation from Syracuse University he entered the School of Business Administration at Harvard University. Enlisting in August, 1927, he was commissioned on March 2nd and received his pilot's wings on August 13, 1918. From June 21st (even before his official recognition as a pilot) until his death, two months later, he gained nine official aerial victories while serving with the 17th Aero Squadron, and was awarded the American Distinguished Service Cross and the British Distinguished Flying Cross. The above awards were for leading a low Pursuit-bombing attack on an enemy airdrome 30 miles behind the lines, setting fire to three airplanes and firing through the window of a chateau where some enemy pilots were quartered, killing a number of them.

Benton Field, at Alameda, will be the home of a Supply and Repair Depot, which will serve Air Corps activities on the West Coast and in the United States possessions in the Pacific. The fill of the site is under way and the railroad spur into the field is almost completed. This field was named after a native son, the late 1st Lieut. John W. Benton, who was born at Manton, Calif., Nov. 27, 1896. During the War he entered the Aviation Section, Signal Corps, and after graduation from the School of Military Aeronautics at Berkeley, was commissioned a second lieutenant and rated a pilot, May 14, 1918, serving at Rockwell Field, Calif.; Wilbur Wright Field, Ohio; Gerstner Field, Ia., and again at Rockwell Field until the War ended. Appointed 2nd Lieutenant, Regular Army Air Service, July 1, 1920, he later served at various fields in California and in the Canal Zone. He was a member of the Pan-American Good Will Flight, when he met his death in an aerial collision at Buenos Aires, Feb. 26, 1927, receiving the posthumous award of the Distinguished Flying Cross for his part in this flight.

## WEST POINT CADETS RECEIVE TRAINING AT LANGLEY FIELD

**A**RRIVING by Army transport at Fortress Monroe, Va., from West Point, N.Y., on June 12th, were 352 Cadets of the Class of 1933 at the United States Military Academy. This class of students was divided into three contingents, one of which was temporarily stationed at Langley Field, Va., for instruction in Air Corps tactics. The second group proceeded to Fortress Monroe, Va., for the purpose of studying the rudiments and principles governing the employment of Coast Artillery weapons, while the third group, going to Fort Bragg, N.C., conducted their annual firing of Field Artillery weapons. Each of these contingents remained at their respective stations for a period of one week and then alternated stations.

At Langley Field, the Cadets had the time of their lives, the mornings being devoted to flying and ground classes, with the objectives of demonstrating to the students what part the Air Corps takes in the scheme of National Defense. Various missions were performed, among which were included message dropping, road sketching, fire adjustment, navigation, night flying and a tactical ride in a 30-ship bombardment formation.

Upon the arrival of the Cadets at Langley Field, Colonel Roy C. Kirtland, Commanding Officer, conducted an introductory lecture, and following this the men received their initial flight, followed by classes in machine gunnery, bombs and bombing, and radio - all the essential factors incident to the week's training at Langley Field for the Academy students.

Five Air Corps officers from West Point, Major H.R. Harmon in command of the unit, 1st Lieuts. T.A. Sims, J.M. Weikert, R.E. Randall and 2nd Lieut. D.F. Meyers, were stationed at Langley Field to supervise the training of the Cadets. Social and recreational activities played as large a part as did the training of the Cadets, and numerous athletic and social events as part of the program daily served to make the training of the students more enjoyable. Swimming parties at Fort Monroe beach, boating at the Hampton Yacht Club, and informal dances at Langley Field made up the social features for the Cadets, while tennis, polo and golf were the athletic activities in which all participated, as well as in other major and minor sports which were included in the recreation program.

The training received by the West Point Cadets at Langley Field proved unusually popular, as approximately 50% of the students expressed their desire to join the Air Corps branch of the U.S. Army upon their graduation in June, 1933. In closing the training on July 2nd, a final demonstration was scheduled to be held at Langley Field, with all the ships participating, as well as others from Edgewood Arsenal, Md., to be ferried down for this special occasion. Smoke screen demonstrations and aerial formations were to constitute a prominent part of the review, also a combined maneuver of Bombardment, Attack and Pursuit tactics as a grand finale to the three weeks' training of the West Point Cadets at Langley Field.

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### PLAQUE UNVEILED IN MEMORY OF MAJOR REAM

The unveiling of a plaque, designed by Mrs. Barton K. Yount, and dedicated as a memorial to Major William R. Ream, Medical Corps, was held at the station hospital, Rockwell Field, Coronado, Calif., on June 2nd. Among those present and taking part in the unveiling were: Mrs. William R. Ream and Miss Ream, widow and daughter of the deceased officer; Lieut.-Colonel Barton K. Yount, Commanding Officer of Rockwell Field, and Mrs. Yount; Lieut.-Col. Henry H. Arnold, Commanding Officer of March Field, and Major T.C. Macaulay, Air Reserve, of San Diego. Each officer contributed to the occasion with appropriate remarks.

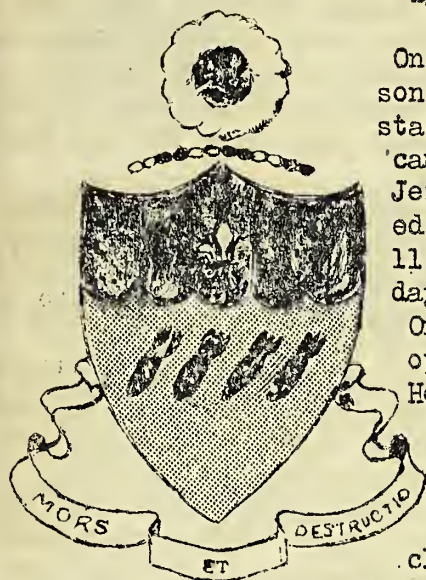
A description of the plaque is as follows: Construction material, red potter's clay, heat treated and polished. It bears the insignia of the Medical Corps and wings of an airplane pilot, with the inscription - "In memory of William R. Ream, Major, Medical Corps, United States Army, Rockwell Field, pioneer flight surgeon, killed in airplane accident August 24, 1918."

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The XP-936 (Boeing low wing Pursuit plane) is to be given as the P-26 in the near future. Since this plane is now undergoing service test in the Air Corps, its present designation is YLP-26.

## SECOND BOMBARDMENT GROUP CONDUCTS SUCCESSFUL "WAR"

By the News Letter Correspondent



On June 16th, the Second Bombardment Group resumed garrison duties at Langley Field, Va., and reverted to peace status after an eminently successful two weeks' aggressive campaign against Red invading forces in the Maryland-New Jersey and Delaware area. Red forces were completely routed and the defeated nation sued for peace at 11:30 a.m., 11 June 1932. An armistice was signed at noon the same day and hostilities ceased.

On May 25th, this Group received orders to prepare for operations against the enemy. Advanced airdromes at Hebron and Princess Anne, Maryland, were designated as our bases, and immediately planes and operations were started to make the occupation effective 1 June 1932.

At 3:00 a.m., May 31st, the ground section of the Advance Echelon, under command of Lieut. Thomas Ferguson, cleared Langley Field and proceeded to the advance base, arriving there at 7:30 p.m. the same day. Four gas trucks,

four Class B trucks, two motorcycles, two ambulances and two reconnaissance cars (borrowed from Fort Monroe, inasmuch as not even the Group Commander rates an official car in these parts) made up the section and all was well on the trip.

At 7:30 a.m. May 31st, the air section of the Advance Echelon cleared Langley Field. The air section consisted of three Bombers from each Squadron and one C-4A transport. This arrangement left the main body in readiness at 66-2/3% effective tactical strength, sufficient to perform an emergency mission. Tentage and the supplies necessary for successful field operations were transported to the new bases by this section, as were personnel for establishing the camps.

At 9:00 a.m., June 1st, the main body moved out and occupied the camps so ably constructed by the personnel of the Advance Echelon. The 20th and 96th Squadrons went to Gelder Field at Princess Anne and Group Headquarters and the 49th Squadron to the Del Mar, Va. Airport at Hebron. Tank cars of gasoline for use during the action were spotted at rail heads in Hebron and Princess Anne, and it was assumed that bomb dumps were also established nearby. At 12:00 noon, June 1st, the 2nd Bombardment Group was ready and eager to start aggressive action against the enemy. Orders were issued putting all organizations on the alert at 8:00 a.m. the following morning, and the remainder of the first day was devoted to erecting such conveniences as go to make life in the field a pleasure rather than a burden. A schedule of daily air transport services was maintained for transporting supplies and mail, lumber, spares, etc. One C-4A transport constituted the cargo transport and one C-12 the mail and passenger plane.

The first objectives assigned to the Group were Red beach heads (not beach Red Heads, mind you) at Lewes, Deepwater Point and Delaware City, on Delaware Bay. At 9:00 a.m., June 2nd, the Group took off and carried out its maiden mission. When we landed back at our bases at 12:00 noon, our hearts were bursting with pride, for our first mission had been eminently successful. The enemy had been forced to abandon the positions at Lewes and Deepwater Point, thus losing their footholds and being forced back across the Delaware Bay.

At 3:00 p.m., June 2nd, reports were received locating a Red Attack Group at Bellanca Field. This then became our second objective, and at 9:00 a.m., June 3rd, we took off firmly resolved to exterminate this menace. A coordinated attack was made at 10:03 a.m. The airdrome was seriously damaged and the enemy Attack Group so demoralized that it was forced to withdraw to Camden Airport and take cover under the wing of supporting Pursuit aviation based there.

After landing from the attack on Bellanca Field, our Observation, represented by Lieut. Dick Freeman, with his sturdy F-1, reported a concentration of enemy artillery in the vicinity of Rocks, Md. (This was an actual target, the 6th Field Artillery being out on a practice maneuver at this time). The able Observation furnished us with excellent pictures showing the enemy on the march and the location of their proposed camp, indicated by the transportation and tents of the advanced echelon. Orders for alert at 1:00 p.m. were issued, and at 1:15 p.m., off we went to catch the Red F.A. in bivouac. The attack was a complete surprise to our brothers in the Horse Artillery and, in spite of warning issued them by Corps Area Headquarters of the impending attack, we caught them completely unprepared.

The next day being Sunday, by mutual agreement with our brother Red observers of the Sabbath, hostilities were postponed until Monday morning, June 5th. That morning we received a call from Blue GHQ to cut the enemy lines of communication across the Susquehanna River and thus prevent a Red retreat or forward movement of reinforcements. Accordingly, we took off and bombed and demolished the bridges between Havre De Grace and Conowingo. Enemy lines were cut and the problem of the harassed Reds was thus made more acute.

While we were destroying the bridges over the Susquehanna, Red bombardment attacked our airdromes and destroyed our gasoline and bomb dumps. Consequently, when on June 7th we received orders to attack the rail head at Aiken, Md., where Red reserves were massing, we were faced with the problem of having to return to our interior base for fuel and ammunition. That problem did not stump us very long, however, and at 5:30 a.m. next morning we took off to obtain the requisite supplies. We landed at Langley Field, picked up tunnel gunners (student officers of the Coast Artillery School at Fortress Monroe, flights for whom had been arranged May 1st before we began the war, and who were to observe our tactics), bombs and fuel, and took off to bomb with live bombs a rail head constructed on our own Plum Tree Range just for such some emergency as this. This represented the enemy rail center at Aiken, Md., and was completely destroyed, much to the surprise of our "tunnel gunners." After this destruction we landed, dispensed with our "tunnel gunners" and returned to our advance base for late lunch.

On the morning of June 8th, the Group took off to retaliate and destroy the Red Bombardment Squadron at Atlantic City. On the way, we spotted an occupied enemy Pursuit airdrome at Cape May, and the 49th Squadron was detached to deliver an immediate attack. The remaining two Squadrons proceeded with the original mission and, after filling the Atlantic City Airport with craters and rendering it valueless for flying operations, we joined with the 49th at the designated rally point and proceeded home with all souls resting in the inviting folds of the blanket of satisfaction of a job well done, particularly in view of the fact that the most distinguished and popular old timer of them all, piloting his own ship, had arisen around dawn to join us from Washington and accompany the mission. With a radio in his ship, the Chief did not miss a word on 400 K.C.

We received information on the evening of June 8th that a Red troop convoy was steaming down the coast and about to drop anchor off Hog Point and attempt a landing. At 9:00 a.m. June 9th, we took off and, after fighting off a pernicious attack from Red Pursuit screening the landing operations, caught the convoy completely by surprise, with 25% of the troops on shore and 75% still aboard. Needless to say, our expert bombers soon broke up that little party to the tune of six ships sunk, and all forces on land abandoned to the fickle discretion of the Fates.

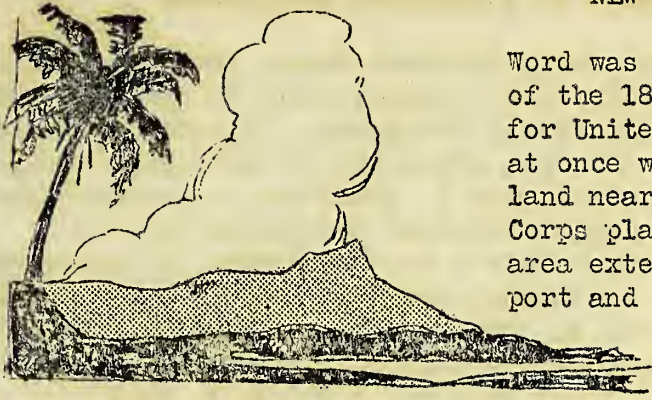
Early on the morning of June 10th, we were attacked by Red Attack aviation. Much smoke and gas were dropped on our unsuspecting heads. Fortunately, none of our planes was damaged. At 8:30 a.m., orders were issued for Squadrons to evacuate to auxiliary bases. This was accomplished, and we went ahead with our original plan of attacking the enemy airdrome at Camden. Unfortunately, we encountered a heavy fog enroute and were forced to return, our first failure during the war. What shame! What ignominy! We must avenge this cruel trick fate had played on us!

Burning with shame at our failure the previous day, we took off in the morning to attack the Red Army Headquarters and central supply depot at Fort DuPont, Md. Our bombs loaded with a double charge sped down on their way and the Red GHQ was completely annihilated. At 11:30, June 10th, the Red power, minus the guiding genius of its leaders, sued for peace, and at 12:00 noon, an armistice was signed and the War was over.

During all these operations, the weather continued excellent, but as soon as the War was completed it began to rain. The Angels were weeping that so fine a force as the Second Group should revert to peace time status. As a result of this prolonged weeping, our return to Langley Field, originally scheduled for June 14th, was delayed two days.

All in all, the two weeks' period was crowded with opportunities to accumulate logistical and tactical data. Full advantage was taken of every opportunity. The success attending the wholehearted effort of every officer and man participating was a source of real gratification. As a result, the Second Bombardment Group is a more efficient tactical unit and an organization in which it is an honor to serve.

## NEW LANDING FIELD IN HAWAII



Word was received from Washington by the Hqrs. of the 18th Composite Wing, Fort Shafter, T.H., for United States Attorney B.D. Wood to proceed at once with condemnation of the large tract of land near Pearl Harbor, on which the Army Air Corps plans to develop a landing field. The area extends from Watertown to John Rodgers Airport and from Dillingham Boulevard to Fort Kamehameha. It is in two blocks and includes 2,212 acres. The land belongs to the Bishop, Queen

Emma and Damon estates and is mostly planted in sugar cane. The area includes the village of Watertown on the entrance to Pearl Harbor. A plan has been approved since 1928 for the development of an airdrome there. The cost of the project was approved, but as yet no appropriation has been made.

After completion of the field, it will be the home of the 19th Bombardment Group, which will absorb the Bombardment squadrons now included in the 5th Composite Group at Luke Field. The Composite Group will be moved to Wheeler Field, minus its Bombardment Squadrons, and the 18th Pursuit Group, now at Wheeler Field, will move to Luke Field. Plans call for five sets of barracks, four hangars, six shops, a headquarters building, radio building, photographic building, 50 sets of officers' quarters, 50 sets of noncommissioned officers' quarters, and miscellaneous buildings. Because of the flat terrain, very little grading will be necessary. At the field near Fort Kamehameha, there will be more buildings and less ground work.

It is estimated the project will cost slightly more than the Wheeler Field improvements, where \$2,825,600 has just been spent or obligated. The projects at Wheeler were grouped into 10 contracts, all but one of which were awarded to local contractors.

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### M.I.T. STUDENTS UNDERGO PRACTICAL TRAINING

At Langley Field, Va., fourteen students from the Massachusetts Institute of Technology are undergoing training for a period of six weeks, learning the practical work in connection with aeronautics. These men are all members of the Air Corps branch of the R.O.T.C., and are stationed, quartered and rationed with the Cadets from West Point, enjoying the same social and recreational activities as the students from the United States Military Academy.

Gaining the privilege to attend the class, these men were majoring in Aeronautical Engineering while at college, and are in their Junior and Senior years. Upon graduation they will be commissioned in the Air Corps Reserve, U.S. Army, and are the only Reserve Officers now commissioned in the Air Corps who are not pilots.

At the Massachusetts Institute of Technology, these students have successfully mastered the theory, while at Langley Field they are receiving six weeks' training, putting their theoretical knowledge into practical use. In addition to this, training as observers in both heavier-than-air and lighter-than-air is part of the training program at Langley Field. An opportunity is also given the scholars to visit the laboratory of the National Advisory Committee for Aeronautics, located at Langley Field, which possesses the finest equipment for the experimental test of aeronautical equipment, one item of which is the largest wind tunnel known.

Captain Louis R. Knight, A.C., is in command of the group, having been detailed as Instructor of the Air Corps unit of the R.O.T.C. at Massachusetts Tech. after five years with the Air Corps Primary Flying School at Brooks Field, Texas, as director of ground instruction and instructor of training at that station. Upon completion of the training period at Langley Field, Captain Knight, with his class of 14 students, will depart to assume his new duties as Instructor of the Air Corps unit of the R.O.T.C. at the Massachusetts Institute of Technology, Cambridge, Mass.

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During June, the 111th Obs. Squadron, Texas National Guard, flew a total of 145 hours, of which time ten hours were devoted to night flying and eight hours to blind flying and navigation problems.



HE 111th Observation Squadron, Texas National Guard, Houston, Texas, is cooperating with the Rice Institute physics staff in measuring the intensity of the cosmic ray at various altitudes. Physics Instructor L.M. Mott-Smith and L.G. Howell, both graduates of California Tech., are conducting the tests. Major Thomas W. Blackburn, commanding the 36th Division Aviation, Texas National Guard, obtained permission from the Militia Bureau to use one of the Squadron's O-38's for the tests. A number of flights have been made with Instructor Mott-Smith and his electroscope and successful results obtained. Captain Justin F. Aldrich, Lieuts. Earl T. Showalter, Alexander G. Greig and John H. Eagle have piloted the O-38 for Mott-Smith.

Measurements of the cosmic ray are taken at every 3,000 feet, beginning at 5,000 feet. The plane is first measured for its radium activity, a much more exact method than using a mountain top where the radium mass is an unknown quantity. "It is believed," says the News Letter Correspondent, "that this is the first time of record that an airplane has been used for this purpose. It follows closely the ill-fated Compton University of Chicago expedition to the top of Mount McKinley in Alaska for the same purpose, and during which several of the men with the expedition lost their lives by falling into a glacier crevasse.

Messrs. Mott-Smith and Howell built the electroscope at Rice Laboratory. It is an electroscope charged with 1130 pounds of argon gas. At first the vibration of the plane greatly hindered the test. This difficulty was surmounted by hanging the electroscope in the rear cockpit by half-inch rubber hose supports attached to the fuselage frame. Readings in the plane are made on an average of 30 minutes, whereas readings from mountain tops require about four hours, due to the radium activity of the great mountain mass.

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#### HOW THE NEW BOMBING PLANE BEHAVES ON ROUGH WATER

It may be of interest to all Air Corps personnel engaged in flying Bombers over water to know what can be expected when a B-5A lands in rough water. One morning, during the Army-Navy Maneuvers in Hawaii, while engaged in "bombing" the LEXINGTON and SARATOGA, about 55 miles southwest of Barbers Point, Oahu, a B-5A airplane, No. 30-341, piloted by Lieut. Lloyd H. Tull, was forced down by clogged gas jet. At the time of the engine failure, the engines were turning up perfectly at about 1700 r.p.m. when, without any warning, the left engine dropped from 1700 to 400 r.p.m. At that time the altitude of the airplane was about 4,000 feet and it was at a distance of three or four miles from the Carriers. Lieut. Tull immediately turned toward the Carriers and endeavored to hold the plane up on one engine. This could not be done and the plane lost altitude rapidly, landing about a mile from the Destroyer LONG, which was accompanying the Carriers. The landing in the ocean was made by stalling the plane about ten feet above the water and letting it drop in.

None of the crew knew exactly how the airplane struck the water, but the consensus of opinion is that it hit in the trough of the waves, the nose going under and then immediately coming up to the surface. Contrary to expectations, the tail did not go up but stayed afloat on top of the water. For the first two minutes, the cockpits were visible and the top wings were well on top of the water. Shortly thereafter, the lower wings came off - probably broken when the plane struck the water - and the weight was then held up by the top wings. The gas tanks were about one-half full. The plane stayed up about twenty minutes, but sank just as the crew of the Destroyer were securing a line to it. Quite a sea was running at the time; otherwise, according to the News Letter Correspondent, "it is believed that the plane would have remained afloat a much longer time.

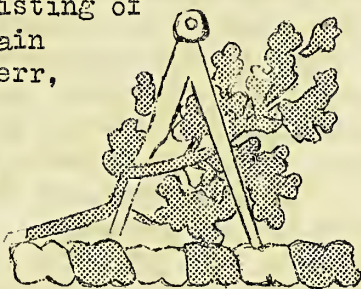
The life raft, which is carried on all airplanes in the Hawaiian Department, was gotten out of its container; but, due to the excitement of the two mechanics who were endeavoring to inflate it, it was washed off the top of the fuselage and recovered later by a boat from the Destroyer LONG. It is some satisfaction to know that the Bomber will not break up quickly in the roughest kind of sea, if it is landed carefully and if ample time is available for inflation of life raft, securing of life preservers, etc."

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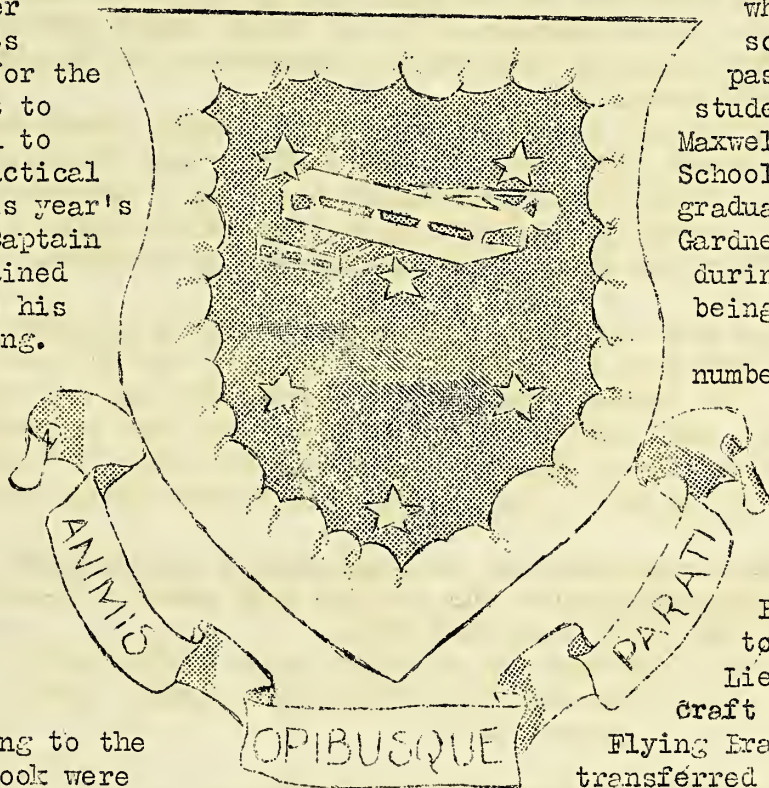
The 65th Service Squadron, Luke Field, T.H., held its annual Organization Day outing and celebration at Nanakuli Beach on June 6th.

## AIR CORPS ENGINEERING SCHOOL COMMENCEMENT

The twelfth Engineering School commencement was held on June 30th at 11:00 a.m., in the Wright Field Auditorium, a class of 16 students receiving diplomas. Major General Hugh A. Drum, Commanding the Fifth Corps Area, was a special guest and gave the principal address. Besides the students; their families; the Faculty Board, consisting of Brig. General H.C. Pratt, Commandant of the School, Captain Grandison Gardner, Assistant Commandant, Majors Hugh Knerr, R.M. Jones and C.W. Howard, and Ezra Kotcher, Senior Instructor, Wright Field personnel and interested Daytonians were in attendance. Gen. Pratt delivered the opening address and presented the diplomas. The ceremonies were brief but were marked with a definite military dignity.



The School regrets this year losing Captain Gardner who, after successfully guiding its scholastic and executive policies for the past several years, is due to revert to student again, having been transferred to the Tactical School. Lieut. F.M. Hopkins, one of this year's graduates, will take over the reins from Captain Gardner, the excellent record maintained insure his handling.



As usual, the services of a number of the students were detailed for Material Division use. Captain Hackett was assigned to the Field Service Section; Lieut. S.R. Harris and Lieut. S.E. Prudhomme to the Equipment Branch; Lieut. C.A. Bassett to the Power Plant Branch; Lieut. L.F. Harman to the Air-craft Branch; and Lieut. I.A. Woodring to the Flying Branch. Captains Brookley and Estabrook were transferred to the Office of the Chief of the Air Corps; Lieut. Holcomb to Scott Field; Lieut. Morrison to San Antonio; Lieut. Stace to Duncan Field; Lieut. Austin to Middletown; Lieut. Asp to Maxwell Field; Lieut. Warburton to Selfridge Field and Lieut. Morris to Rockwell Field.

For several years the school has contemplated a coat of arms. This year, a design was finally worked out, approved by the War Department and recorded in the Quartermaster General's Office as official. A dark blue shield shows gold stars and white clouds. At the center an early model biplane glider is in flight. A pair of dividers open downward at the head of the shield with a branch of oak leaves bearing acorns entwined through them. A streamer below the shield bears the motto "Animis Opibusque Parati."

Another activity this year is the revival of the school year book, which Captain Brookley's enthusiasm called into being. During the last few weeks of the term, this officer delved into past year books, collected photographs, historical notes; in short, turned editor and author. The year book when published should be a credit to him as well as a valuable school document and a pleasant memento for each member of the class.

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Several weeks prior to their graduation, students of the Air Corps Engineering School left for their annual visit to various manufacturing plants, where they witnessed in production articles and equipment, the technical phases of which formed part of their school curriculum during the year. The flight this year was in charge of Captain Merrick Estabrook, Captain Gardner, Assistant Commandant in Charge of Instruction, being unable to go. Ezra Kotcher, School Instructor, was a member of the flight. Eight airplanes took the class from Wright Field to Langley Field; to Baltimore; to Paterson, N.J.; to Hartford, Conn.; to Buffalo, N.Y., and back to Wright Field.

## SUCCESSFUL MANEUVERS IN HAWAII THROUGH USE OF RADIO

**T**HE practicability of exercising complete and instantaneous command over a large number of planes by inter-plane radio telephone was demonstrated by the 18th Composite Wing on May 6th. Sixty-six planes rendezvoused at a given point early in the morning and, as each squadron checked in, command was taken by Lieut.-Colonel Brant. Giving his commands by radio telephone from the Wing Command Plane, Col. Brant conducted a series of maneuvers which proved, without doubt, that this method would prove highly successful in actual combat. Bombers were sent out on theoretical offensive missions, ground strafing attacks were made, photo flights flown, and the quick transmittal of orders and reports eliminated any possible chance of error. The Wing landed as a unit at Wheeler Field during the exercise, and it was a revelation to see this large number of planes acting on the orders given by the Wing Commander.

Says the News Letter Correspondent: "To give you some idea how a Wing exercise gets exercised by radio telephone in the air, the following is what might have been heard (but was not) by a listener-in on the radio orders during the Wing exercise, when the Wing Commander directed the maneuvering of 65 planes from his cockpit in the Wing Command Plane:

'Hello, buzzards; this is your genial master of ceremonies, Jerry Brant, announcing. This morning we are going to broadcast telling what the well-behaved military pilot will be doing during any given maneuver. Now, I see that we are all here on time. Great! I want you boys to all fall in behind while I dish out a little dirt. You pursuit up there, come on down and be sociable. Here's the idea.

Just suppose that there was a couple of attacking aircraft carriers just outside the harbor. I realize that we'd all be shot down by now if there were, but let's suppose anyway. You bombers, take a few moments off and run out there and lay a few eggs on them. Then come back and tell us just what happened. In the meantime, you observation planes chase up to Wheeler and take me a nice bunch of photos on the way. See if you can't find a couple of fermes taking a sun bath on some roof. Scram!

You pursuiterers can amuse yourselves by shooting down a few of these mosquitoes that are making our lives miserable. Go at them from above, and don't let me see you letting any of them getting on your tail.

Hello, attack! Now, that the boys are all busy for a while, let's have a game of tag. I'll be it, and no fair dodging behind radio masts. Let's go!"

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## MIMIC WARFARE BY BROOKS FIELD AIRMEN

Engaging in a spectacular mimic warfare maneuver, June 14th and 15th, in North Texas as the culmination of the training year, the 12th Observation Group, Brooks Field, under the direction of Major Frank D. Lackland, Commanding, effectively demonstrated the mobility of an air unit within a brief period of time and with small personnel.

Dallas, Texas, and its environs was chosen as the base of operations for the 12th Observation Group, representing the "Blue" force, which contemplated "war" with the "Red" force as the result of emergency orders issued June 13th at Brooks Field. Fifty planes, sixty officers and forty enlisted men left Brooks Field early Tuesday morning for Dallas, and occupied Hensley Field as headquarters and command post. They were given orders to reconnoiter from Wichita Falls to the Mississippi and to report on train movements, locate bridges and fords and give warning of impending attacks, since the "Red" force theoretically occupied the region north of the Red River and east of the Mississippi.

At midnight Tuesday, headquarters at Hensley Field received information that the "Red" navy was approaching Galveston, and planned an attack of that port, whereupon the Group departed for Galveston early Wednesday morning. At Galveston the Group assembled by Squadrons, being called by radio.

Officers from Brooks Field who commanded the Squadrons of the unit were: Captain B.F. Griffin, 12th Observation Squadron; 1st Lieut. A.S. Heffley, 22nd Observation Squadron; Captain C.E. Giffin, 88th Observation Squadron; 1st Lieut. J.H. Hicks, 1st Photo Section; 1st Lieut. Winfield S. Hamlin, Transport Division and 2nd Lieut. I.W. Ott, 62nd Service Squadron.

The Third Attack Group, Fort Crockett, Galveston, entertained on Wednesday evening with a fish dinner, honoring the 12th Observation Group, which returned to Brooks Field Thursday morning.



## TROOPS ONCE MORE FOR ROCKWELL FIELD

**R**OCKWELL Field is once more beginning to assume the aspect of an active tactical post. In October, 1931, the Headquarters 7th Bombardment Group, 96th Pursuit Squadron and 11th Bombardment Squadron were transferred from Rockwell Field to March Field to become a part of the First Bombardment Wing. After this transfer only the 76th Service Squadron was left at Rockwell Field, in addition to the activities of the Rockwell Air Depot.

Authority was received from the War Department for the formation of the 19th Bombardment Group Headquarters, effective June 24, 1932. The 19th Bombardment Group will include at this station the 76th Service Squadron, the 30th and 32nd Bombardment Squadrons. Considerable personnel are arriving and enroute, to include the following: 11 officers and 88 enlisted men from March Field; 15 enlisted men from Fort Sill, Okla., one enlisted man from Randolph Field, and 120 men which are being recruited in the 9th Corps Area. Captain Harold M. McClelland is busy organizing the activities of the Group. The Squadron Commanders will be Captains Horace N. Heisen, James L. Grisham and Richard K. LeBrou.

The new officer personnel reporting to Rockwell Field for assignment to the Group are as follows: Captain Harold W. Beaton, 1st Lieuts. H.B. Chandler, C.W. Pyle, W.T. Larson, H.F. Rouse, 2nd Lieuts. W.W. Gross, J.F. Walsh, R.W. Goetz, T.B. Anderson and C.W. Haas. In addition to the above officers, who are being transferred from March Field, 1st Lieuts. Delmar H. Dunton and Cecil E. Archer reported to this station for duty. Orders were also received assigning to the field 1st Lieuts. Morton H. McKinnon and Joseph T. Morris.

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## NEW TACTICS IN PURSUIT ORGANIZATION

Captain H.H. George, the skipper of the 35rd Pursuit Squadron, according to the Langley Field Correspondent, is forming a new Pursuit attack in his organization. With the exception of flight leaders, the majority of the members of the Squadron are Kelly Field graduates of the Air Corps Advanced Flying School, Class of March, 1932. Captain George is conducting an experiment with a double-headed purpose. The first is to study the effectiveness of his own theory of Pursuit tactics. This formation is similar to those employed in war time, especially by the jagdstaffels of Germany. It is composed of three six-ship elements in echelon flying as a wedge, with each element at a different altitude. The echelon is wide, allowing for greater maneuverability. The scarcity of signals and, indeed, the lack of necessity for signals, is an added factor. The first element can turn in any direction and presents a battle front both in dives and recoveries. The two other elements follow down in turn to form a steady hammer blow attack almost impossible to align sights upon.

The second purpose of Captain George's experiment is to determine the exact level of efficiency a group of men can reach in a certain time. This should prove very beneficial as a standard for training in time of war.

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## HAWAIIAN DEPARTMENT COMMANDER WITNESSES GUNNERY EXHIBITION

Major-General Briant H. Wells, Commanding the Hawaiian Department, visited Luke Field, T.H. recently, and with his staff witnessed an exhibition of aerial gunnery and bombing. Two LB-6 Bombers, one carrying six and the other seven 100-pound demolition bombs, took off from Luke Field at 9:15 a.m. and proceeded to the bombing range at the mouth of Pearl Harbor, where they dropped their bombs - the first Bomber dropping in pairs while the second dropped all of its bombs in salvo. The General and his staff, in a plane piloted by Major Maxwell Kirby, commanding Luke Field, witnessed the excellent demonstration of marksmanship and the unusual spectacle provided by the tall columns of water thrown up by simultaneously exploding bombs.

Bombing teams who gave the demonstration were: 2nd Lieut. Fred S. Stocks, pilot, 1st Lieut. Joseph W. Benson, bomber; 2nd Lieut. Howard Moore, pilot, 2nd Lieut. Floyd E. Nelson, Bomber. The gunnery team consisted of 2nd Lieuts. Francis W. Williams, gunner, and William M. Pryce, pilot. Second Lieut. Lawrence T. Pugh piloted the tow target ship.

## TACTICAL INSPECTION OF MITCHEL FIELD



THE fighting strength of Mitchel Field, composed of some fifty odd ships, was rolled out on the flying line on June 28th in readiness for the annual tactical inspection by Major-General Dennis E. Nolan, Commanding General of the Second Corps Area.

At exactly 10:30, General Nolan and his Inspecting Party arrived at the field, were met by Colonel John H. Howard, Commanding Officer, and immediately began inspecting the flying equipment on the line. Shortly after this inspection came the aerial review flown by the 99th, 1st and 5th Squadrons, in the order named, and led by Captains Frederick W. Evans, Earle J. Carpenter and E.E. Harmon, respectively.

From a cupola above the main operations building on the line, the formations were directed by General Nolan through the use of new radio equipment just designed for the Army by the Signal Corps at Fort Monmouth, N.J. All of the communication between the ground and the flight leaders, as well as that between Major W.O. Ryan in a command ship and the squadron leaders, was re-broadcast through a loudspeaker for the benefit of the Inspecting Party and others in the immediate vicinity.

After the review came a parade of events which completely covered every phase of Observation. Simulated gunnery missions employing the use of tow targets were run off overhead, an actual puff target mission was conducted at a far corner of the field, and a Red Cross relief mission was run off at a lower altitude in front of the reviewing stand. Photographs were made of points designated by the Inspecting Party, developed in record time by the 8th and 14th Photo Sections, and delivered to the General.

A novel aspect of the whole inspection was that a wartime situation was assumed, and a field order published, so that every mission was accomplished with the view of defeating an enemy force advancing on the airdrome from the eastern end of Long Island. Due to the efficient performance of all missions, the invading horde was demolished in time for all the defending forces to put away their arms and eat lunch at the Officers' Club.

In the afternoon the General and his party inspected the remainder of the post and evinced a particular interest in the new construction which is so rapidly supplanting the old wartime structures just about falling to ruin. At four-thirty, the General met all the commissioned personnel of the field in the Officers' Club and the day was climaxed by refreshments served by the Women's Club.

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## RANGE FINDING INSTRUMENTS TESTED IN HAWAII

Experiments and tests of the instruments installed in the Luke Field Douglas Amphibian, now being carried out by the Long Range Firing Board in cooperation with the Coast Artillery are progressing most satisfactorily. Several different instruments and methods of procedure have been tried out, and the less reliable promptly discarded. It is expected that very accurate results will be attained, and that a basis for future work along these lines will be established.

The Long Range Firing Board is comprised of six officers and each is a specialist in his line. Lieut. Lloyd H. Tull is Operations Officer, and Lieut. George W. Peterson is his assistant. Statistics are under the supervision of Lieut. Kenneth P. McNaughton, and Lieut. Edward N. Coates is the meteorologist. Lieuts. Otto P. Weyland and Robert E.L. Choate are observation, radio and liaison officers.

The experiments deal with two problems. The first is the definite location of the spotting plane by means of radio direction finders. The other half of the work is in finding the range, depression angle and azimuth of the target in relation to the plane. As the spotting plane cannot approach the target nearer than 10,000 yards, very careful and exact methods must be used in making these measurements. The instrument that has proven the most accurate for reading the depression angle from plane to target is the aircraft octant. The figures so obtained are transmitted by radio to the commander of the firing battery, and there they are carefully plotted to show the location of the target. Every possible effort is made to eliminate errors, and to compensate for persistent ones. Nothing is being spared in the attempt to have two things occupy the same space at the same time - the shell and the target.

## WHEELER FIELD BECOMES AN IDEAL SPOT



The landscaping of Wheeler Field is progressing slowly, but systematically. The lawns are all planted with Bermuda grass, which is growing satisfactorily. Much of the shrubbery and street trees being planted now are small, but enough good sized plants are included to make an immediate showing. Enough bright colored foliage plants are included in each planting to insure a constant color display. Most of the patios are being enclosed with shrubs for sake of privacy, as well as an attractive and, in many cases, utilitarian background. Several fruit trees of different varieties are included in the planting of each set of quarters. An attempt is being made to keep the shrubs planted as close to the building as is consistent with their normal development, and thus leave many clear expanses of

lawn. In the area between the rows of quarters, group planting of tall growing palms and single specimens of large growing evergreens will some day form an attractive background, as well as afford splendid shade. The planting of annual flowers are left to the individuals, and commendable progress is being made along this line, nearly everyone having shown both interest and initiative in the ornamentation of his home to date. Progress in shrubbery planting has been rather slow, due to the lack of funds for securing plants. A nursery has been established, however, which will take care of future needs, and a collection of plants has been accumulated, which will insure rapid planting progress in the immediate future.

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## TOYS BOUGHT FOR USE AT THE ADVANCED FLYING SCHOOL

The Air Corps Supply Officer at Kelly Field, Texas, approved the purchase of 12 gasoline trucks, 6 trucks of conventional Army design, ten tractors, ten artillery caissons and 24 lead soldiers, all at a cost of \$4.20. The toys will be used for new equipment and "personnel" for the miniature bombing range at the field, used for indoor practice by students of the Bombardment Section of the Advanced Flying School. They will replace equipment recently declared obsolete, and the new soldiers will replace others recruited several years ago, some of them old enough to be World War veterans. They are the survivors of countless theoretical bombing raids.

Recently the purchase of four fishing poles was approved by the Supply Officer. The poles are used for communication work. Messages suspended on a string stretched between the ends of two poles are picked up by a hook suspended from a low-flying plane.

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## TRAINING FLIGHT BY NEW ENGLAND RESERVES

Under the command of Capt. J.A. Wilson, Boston Airport, the Reserves made a one-day flight which covered every New England State, with some landings for fuel. Every available plane was utilized in this training mission, and the pilots alternated at the controls at various legs of the trip.

Leaving early on the morning of June 26th, the formation headed towards Maine, on to Vermont, across New Hampshire, down to Connecticut, over to Providence, R.I., and thence back to Boston, where they arrived about 8:00 p.m. All were agreed that this training flight was of great value to the group in cross-country flying and coordination. Captain W.B. Wright, Jr., and his Reserve unit in Kansas City, Mo., will have to look to their laurels if they ever meet up with the Boston boys.

Thoughts are now directed towards the coming camp, scheduled to be held at Martson's Mills Airport on Cape Cod immediately following the National Guard 101st Observation Squadron camp. This will be the first time that the local Reserves have not held their camp at Mitchel Field, and probably the first time working as a unit in their own established camp. Capt. Glenn Salisbury, Air Corps, Officer in Charge of the Reserve Training Activities, plans for an extremely intensive and interesting camp schedule.

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Captain T.T. Trapnell, in charge of the Legal Branch, Materiel Division, Wright Field, for the past year and a half, left in June for service in the Judge Advocate General's Department in Washington. He is replaced by Captain R.V. Laughlin, who reports from the station to which Captain Trapnell was transferred. Captain Laughlin comes to Wright Field with a record of interesting and important patent work in which many legal cases have been handled for the Government.

## AERIAL PHOTOGRAPHIC ACTIVITIES OF THE AIR CORPS



THE LETTER from the Department of the Interior quoted below is a fitting commentary to an important task admirably accomplished. The project in question was described in the last issue of the News Letter. This letter, dated June 9, 1932, addressed to Lieut.-Colonel John A. Paegelow, Commanding Officer of Scott Field, Ill., by Mr. W.C.

Mendenhall, Director of the Geological Survey, expresses the deep appreciation of the Department to Lieut. Herman F. Woolard and his capable crew for their assistance in a mapping project in Louisiana. Mr. Mendenhall states:

"The last shipment of prints completing Project I-2, Louisiana, have been received, and I have much pleasure in complimenting you on the very efficient manner in which the photography of this extensive project was carried through.

The mission under the direction of Lieut. Woolard was accomplished in a remarkably short time, the delivery of prints came through without delay, and the results have been most satisfactory in every particular. The quality of the photographs is excellent and the scale unusually consistent throughout on those that have been used so far for map compilation.

The Geological Survey fully appreciates the fine cooperation of the Air Corps on this project.

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During the last year the Photo Sections at Mitchel Field have accomplished a surprising bulk of work. Demands for the services of the 8th and 14th Photo Sections have been made by the U.S. Geological Survey, Coast and Geodetic Survey, the U.S. Corps of Engineers, and numerous other organizations. In addition to these details, the usual work of a photo section at an Air Corps post was carried out.

The 8th Photo Section photographed 1475 miles of territory for the Corps of Engineers, using a 4-lens camera at a scale of 1 to 18,450. A remarkable testimony of the improvement of supersensitive aerial film over the older types was evidenced in a single lens survey of Pine Camp, N.Y., by Lieut. Paul Cullen, acting Commanding Officer of the 8th. This project was made to supplant the old four-lens survey of the same area for use by the Corps of Engineers in re-making a map of that area. The greater portion of the area was photographed under a completely overcast sky with the work lasting late into the afternoon. Rain fell for a short time, and it was difficult to discern the ground because of the haze.

Captain Willis R. Taylor, with a detachment from the 8th Photo Section, is at present in Michigan on a survey for the State of Michigan and the U.S. Geological Survey. Since April, he has furnished the Section with 66 rolls of film to develop and print. This means that 6600 negatives have been developed and plotted by the Section. From these negatives 33,000 prints will have to be made and furnished to the State of Michigan. Captain Taylor has already covered 6,000 square miles and still has 4,000 more to go before the project is completed.

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### COLLISION WITH TREES CAUSES TWO DEATHS

On Monday, June 27th, at 9:30 p.m., while returning from a tow target mission with the Anti-Aircraft at Fort Tilden, Long Island, Lieut. Timothy J. Creedon with Corporal Gilbert Burtette as passenger encountered a terrific thunder and rain storm. Because of his unfamiliarity with the Island, also the darkness and extremely poor weather, Lieut. Creedon lost his way. He tried frantically to get under the clouds and locate his bearings in the vicinity of Fort Washington on the north shore. Finally despairing of finding his way back to the field, Lieut. Creedon cut the gun of his motor and attempted a landing on an estate near the beach. The crash, caused by collision with two trees, immediately killed his passenger and caused his own death the following morning.

It is with extreme sorrow that Mitchel Field records these deaths, and the utmost sympathy is extended to all concerned.

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Captain Victor H. Strahm, who recently graduated from the Air Corps Tactical School at Maxwell Field, Ala., and who reported for duty at the Materiel Division, Wright Field, Ohio, relieved Captain St. Clair Streett, who is due to report for duty as student at the Command and General Staff School, Fort Leavenworth, Kans. For the past several years Captain Streett was the exceedingly capable Chief of the Flying Branch, and those at Wright Field will greatly miss the genial and smiling "Billy."

## NEW CLASS STARTS TRAINING AT RANDOLPH FIELD

The class which began flying training at the Air Corps Training Center at Randolph Field, Texas, on July 1st, comprises 196 students. The members of this class, as selected by the Chief of the Air Corps, are made up of two Air Corps officers, one officer from the Field Artillery, four noncommissioned officers of the Air Corps training in their grade, and seven enlisted men of the Air Corps, three from other branches of the military service and 179 civilians training under the status of Flying Cadet.

Two of the four Air Corps noncommissioned officers training in grade are members of the famous Caterpillar Club, Technical Sergeant Frank J. Siebenaler being initiated on November 14, 1928, and Staff Sergeant Lloyd W. Thacker on June 3, 1929. The State of Texas leads in the student representation at the Primary Flying School with 23, California and Pennsylvania following with 17 students each, Massachusetts with 11 and North and South Carolina with 9 each. With five students, Los Angeles leads the cities represented in this class, followed by Pittsburgh, Pa., with four.

Members of the new class are enumerated below, as follows:

### FLYING CADETS

Aigeltinger, Howard O.	York, Pa.
Allee, Edgar Schwartz	Boston, Mass.
Allen, Chester	Georgetown, Texas
Allen, John Paul	Baltimore, Md.
Allen, Robert H.	Groton, Mass.
Altenburg, Wm. M.	Camp Cottage, Me.
Arthur, William T.	Omaha, Neb.
Avary, Edwin	Oakland, Calif.
Barry, Samuel	Roxbury, Mass.
Barton, Joe Earle	Greenville, S.C.
Bateman, Martin Ansel	Camden, S.C.
Bear, Henry Stoner	Waynesboro, Pa.
Beeson, Wm. B., Jr.	Uniontown, Pa.
Bidwell, Lloyd H.	Stevens Point, Wis.
Biedinger, Chas. L.	East Chicago, Ind.
Bischoff, Julius W.	St. Louis, Mo.
Bishop, Horace Edward	Inman, S.C.
Black, Addison F. Jr.	Norfolk, Va.
Blalock, Birch B.	Bonham, Texas
Bonnyman, Alexander, Jr.	Knoxville, Tenn.
Booker, Richard C.	Hampton, Va.
Boushey, Homer A., Jr.	New York City
Brown, John Dean	St. Paul, Minn.
Brown, Willard Van Deman	Atlanta, Ga.
Cavanaugh, James	Brighton, Mass.
Chapin, Ivin S.	Benton, Pa.
Cheney, Howard Alton	Springfield, Mass.
Connally, James T.	College Station, Texas
Corbett, Clyde Wilson	Shippensburg, Pa.
Crain, George K.	Birmingham, Ala.
Crawley, Marshall L. Jr.	Spartanburg, S.C.
Crouch, Joel Lee	Hannah, N.D.
Crumley, Newton G.	Elko, Nevada
Darrow, Don	Centralia, Wash.
Darsie, James C.	Burton, Ohio
Davidson, John F.	Atlanta, Ga.
Davis, Herman S.	Pittsburgh, Pa.
Davis, Walter E.	College Station, Texas
Diehl, Donald B.	York, Pa.
Dorsey, Edward Rowe	Tucson, Ariz.
Douville, Robert Roy	Mobile, Ala.
Dress, George W., Jr.	Harrisburg, Pa.
DuBois, Jesse Bartlett	Savannah, Ga.
Duchacek, Ralph A. W.	Springfield, Mass.
Eastham, James Y.	Huntsville, Texas
Eddy, Edwyn A.	Huntington, N.Y.
Edgar, William S.	Waco, Texas
Ellis, D. Ross	Stillwater, Okla.
Ellis, Gordon W.	San Diego, Calif.
Endress, Albert Van	Austin, Texas
Eskridge, L.G., Jr.	Newberry, S.C.
Evans, Frank H.	Tucson, Ariz.
Fagg, Roby C.	Blue Ridge, Texas
Feaganes, Joseph F.	Wytheville, Va.

### FLYING CADETS

Fellers, Edgar R.	Prosperity, S.C.
Flaherty, Charles E.	Barrowsville, Mass.
Foley, John Joseph	Amherst, Mass.
Foster, G. Emerson	Buffalo, N. Y.
Frack, Morris W.	Norman, Okla.
Frankenfield, Winfred E.	St. Charles, Mo.
Fulwider, Lawrence S.	Bloomington, Ind.
Gaughen, Thomas J.	Omaha, Neb.
Gault, Emslie N.	Ruxton, Md.
Geiger, Harry B.	Philadelphia, Pa.
Geile, Francis A.	Raleigh, N.C.
Gentry, Jay L.	Fort Worth, Texas
Goodall, Leslie D.	Amherst, Mass.
Gottschalk, John F.	Shepherd, Mich.
Goyette, Cyril A.	Mystic, Conn.
Grenier, Jean D.	Manchester, N.H.
Gunn, Harold Austin	Greeley, Colo.
Hale, Elkins H.	Washington, D.C.
Hamilton, Charles L.	Texarkana, Ark.
Hamilton, Harry S.	Wichita, Kans.
Hankey, Carl	Wilkesbarre, Pa.
Hansen, Oscar M.	S. Savannah, Ga.
Hansen, Teddy L.	Lakeside, Ariz.
Harcos, Kermit A.	Los Angeles, Calif.
Harrington, Edwin J.	Vermillion, S.D.
Harris, Kay P.	Vesta, Minn.
Hayden, John H. Jr.	New Rochelle, N.Y.
Heacock, Lowell E.	Canoga Park, Calif.
Hendrickson, Laurence E.	Cokato, Minn.
Higgins, Louis W.	Detroit, Mich.
Hill, Albert J.	Atlanta, Ga.
Hinshaw, Conrad O.	Pleasant Garden, N.C.
Hoffman, Charles S.	Stanford Univ. Calif.
Holland, Charlie A. Jr.	Florence, S.C.
Hollstein, Charles P.	Akron, Ohio
Holtermann, Eyvind	San Francisco, Calif.
Hooks, D. Edwin	Iowa Park, Texas
Hoyt, Stanley C.	Plaistow, N.E.
Isaac, Robert	Laramie, Wyoming
Jackson, Andrew	Fort Worth, Texas
Jones, Harold Lewis	Bath, Pa.
Jones, Paul A.	Kerrville, Texas
Keienburg, Fred'k E.	New Braunfels, Texas
Kinnamon, William James	Easton, Md.
Klein, Philip B.	Oklahoma City, Okla.
Koller, Walter F.	Los Angeles, Calif.
Kruse, Roger Herman	St. Louis, Mo.
Kuhlman, Harold E.	Norman, Okla.
Lamb, Morris Emberton	Asherton, Texas
Lawson, Farnam	Detroit, Mich.
Lay, Beirne, Jr.	Charlottesville, Va.
League, James B., Jr.	Greenville, S.C.
Lorenz, George H.	Madison, Wis.
Love, Sterling T.	Lubbock, Texas

Lowber, David D.	Ann Arbor, Mich.	Rogers, Charles Durward	Asheville, N.C.
Lundstrom, Reginald R.	Harvard, Mass.	Schofield, Thomas J.	Pittsburgh, Pa.
Mahan, Sherman Arthur	Yakima, Wash.	Schriever, Bernard A.	San Antonio, Texas
Manhart, Charles D.	Evansville, Ind.	Schwarz, Elmer P.	Little Rock, Ark.
Marshall, Joseph W.	Aberdeen, S.D.	Seely, Harmon A.	Lawrence, Kans.
Martin, Alexander M.	Nashville, Tenn.	Senter, Everett G.	Denver, Colo.
McDermott, George F.	Pittsburgh, Pa.	Seyfarth, Robert M.	Highland Park, Ill.
McGinness, John	Mountain Home, Ark.	Shannon, Harrison W.	Los Angeles, Calif.
Meade, J. Orin	Greensboro, N.C.	Smith, Hamilton	Richmond, Va.
Mitchell, W.D., Jr.	Los Angeles, Calif.	Sperry, John C.	Los Angeles, Calif.
Mock, Jeff C.	Hillsboro, Texas	Spreng, Richard G.	Mansfield, Ohio
Moore, Joseph C.	Scooba, Miss.	Stewart, Bannie L.	Dillon, S.C.
Morrill, Edward R.	St. Clair Shores, Mich.	Stone, Walter T.	Berkeley, Calif.
Mulberger, Henry, Jr.	Watertown, Wis.	Strickler, John F., Jr.	Evanston, Ill.
Murray, Hugh H., Jr.	Raleigh, N.C.	Stroud, James Edwin	Goldsboro, N.C.
Naylor, Myrel E.	Iowa City, Iowa.	Tourville, Kenneth H.	Deep River, Conn.
Nichols, Edwin H.	Swansea, Mass.	Towler, Wm. A. Jr.	Charlotte C.H., Va.
Orndorff, Arthur R.	Denver, Colo.	Treher, John D.	Santa Maria, Calif.
Owen, Pascom Slomp	Pulaski, Va.	Tyler, Francis E.	Madison Heights, Va.
Parker, Edward V.	Goldsboro, N.C.	Updegrove, Henry T. Jr.	New York City
Paul, Franklin K.	Baltimore, Md.	Vinje, Olaf R.	Hillsboro, N.D.
Ferrine, John Ruff	Winchester, Va.	Warren, Edwin A.	West Lafayette, Ind.
Pippinger, Daniel W.	Sanborn, Iowa	Weikert, Willis L.	Gettysburg, Pa.
Pocock, Wm. S., Jr.	Detroit, Mich.	Wells, Raymond W.	Terre Haute, Ind.
Pope, Francis	Sacramento, Calif.	White, John C.	Burbank, Calif.
Portman, Herman G., Jr.	Amherst, Ohio	White, Roy M.	Durham, Ark.
Porch, Herbert M.	New Brunswick, N.J.	Wickland, Daniel W.	Glendale, Calif.
Poteete, Ray V.	Wichita, Kans.	Wilkinson, Daniel D.	Laurinburg, N.C.
Rall, Stanley Carlton	Yakima, Wash.	Wilson, Noel C.	Denton, Texas
Ray, Wyeth C.	Pawling, N.Y.	Winkler, Albert L.	Philadelphia, Pa.
Reed, Herbert B.	Nashville, Tenn.	Winn, Harry	Nashville, Tenn.
Reed, Ralph Whitney,	Cour d'Alene, Idaho	Winters, Melvin R.	Stringtown, Okla.
Reeser, Charles E.	Harrisburg, Pa.	Wittan, Edgar M.	Pittsburgh, Pa.
Rhind, Harold S.	Washington, D.C.	Wynne, Andrew M. Jr.	Merigold, Miss.
Ricks, Louis P.	Starkville, Miss.	Young, Raymond A., Jr.	University, Ala.
		Youngerman, Geo. W. 3d	E. Haven, Conn.

#### Enlisted Men

Private Raleigh D. Baker, Hqrs. Squadron, Randolph Field, Texas.  
 Private Harold L. Dietz, Air Corps Detachment, Bolling Field, D.C.  
 Staff Sgt. Bernard J. Drew, Battery 4th C.A. Hq., Ft. Amador, C.Z.  
 Pvt. 1st Cl. Elwyn H. Gibbon, 55th Pursuit Sqdn., Mather Field, Calif.  
 Pvt. Alvin E. Goodner, 3rd Wagon Co., Ft. Sam Houston, Texas.  
 Pvt. Hal W. Gregory, Jr., 4th Field Artillery, Fort Bragg, N.C.  
 Pvt. Francis O. Neer, Section A, Chanute Field, Ill.  
 Pvt. Ray A. Noland, 80th Service Sqdn., Mather Field, Calif.  
 Pvt. Kenneth D. Locke, A.C. Detachment, Bolling Field, D.C.

#### Enlisted Men Training in Grade

Sergeant Andy Byron, 22nd Obs. Sqdn., Brooks Field, Texas.  
 Tech. Sgt. Frank J. Siebenaler, Selfridge Field, Mich.  
 Master Sgt. Carlton P. Smith, 2nd Obs. Squadron, Nichols Field, P.I.  
 Staff Sgt. Lloyd W. Thacker, 22nd Obs. Squadron, Brooks Field, Texas

#### Officers

Captain Karl S. Axtater, Wright Field, Dayton, Ohio. (Air Corps)  
 1st Lieut. Randolph P. Williams, Air Corps, Wright Field, Ohio.  
 2nd Lieut. Joseph B. Zimmerman, Field Artillery.

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### LONG FLIGHT IN THE PHILIPPINES

Lieuts. Harper, Hawkins, Taylor, Springer and Sanborn, on duty at Clark Field, P.I., recently completed a 2,000-mile airways flight throughout the Southern Islands. This was the first time P-12's were flown in that part of the country, as heretofore all such flights were usually made in Sikorskys. The flight went through on schedule and no difficulties were experienced. Over some of the longer water jumps the pilots reported the ocean as looking very blue and deep. The following points were visited: San Jose, Mindoro, Iloilo, Zamboanga, Jolo, Buluan, Cotabato, Camp Keithley, Del Monte Pineapple Plantation in Northern Mindanao, Tacloban, and Logaspi. While in Zamboanga, the flight received orders from Manila to make a survey of the damage done a few days previously by a typhoon which struck Jolo, Jolo. This was accomplished the following day and a report submitted by radio to the Department Commander.

Captain Hewitt, Lieuts. Fisher, Henry, Sanborn and DuBose went over the same route again in five P-12's. It is a six-day trip, and the pilots are afforded plenty of exercise opening gasoline cans and doing all the work on their ships.

# RADIO

## IN THE PHILIPPINES

Excellent results were obtained with radio communication by the Fourth Composite Group, Air Corps. The existing standard radio equipment has been functioning satisfactorily under the tropical conditions encountered in the Philippine Islands. All Bombardment, Observation and Cargo type airplanes of the Group

are equipped with radio and shielded ignition systems. In addition, five P-12B Pursuit planes were equipped with the SCR-133 transmitter and the BC-167 Receiver. The training program of the Fourth Composite Group has provided competent operators sufficient to take care of each airplane of the Group equipped with radio.

During the annual maneuvers of the Philippine Department in January, 1932, radio operations by the 4th Composite Group were 100% successful. No failure of communication in any mission was encountered either with the aircraft sets or the ground sets. During these maneuvers the 2nd Observation Squadron operated as three separate units, each unit representing a Squadron having its own respective SCR-136 ground set. These operations taxed the facilities of the 2nd Observation Squadron in providing radio personnel sufficient to take care of the three establishments. The three units were located, respectively, at San Miguel, Tarlac; Del Carmen, Pampanga; and Nichols Field, Rizal. During the earlier phases of the maneuvers, the 28th Bombardment Squadron acted as long distance reconnaissance during which ranges up to 200 miles were consistently obtained with CW signals between the airplane SCR-134 sets and the ground SCR-136 set.

During the Army-Navy Maneuvers in the Philippine Department, in March, 1932, excellent results were also obtained between the Navy and the Army Air Corps sets, no failures of communication being reported. Aircraft radio is also used on all Inter-Island and Airway flights, satisfactory results being obtained.

An interesting rendezvous and interception problem, using the radio telephone, was successfully completed by the 4th Composite Group on April 13th last. The Group Commander, Major John B. Brooks, flying a P-12B airplane equipped with the SCR-133 transmitter and BC-167 receiver, directed the movements of the flying elements of the Group, which was divided into five units - two Bombardment, two Observation and one Pursuit unit. Two-way telephone was used. Initial orders to all the tactical units directed a Group rendezvous at Cabanatuan at 8:30 a.m. Each unit was led by its respective commander in a radio equipped plane. Arriving at the designated rendezvous, each unit was greeted by the voice of Major Brooks, who was observing his command from a Pursuit airplane flying above the highest element of the Group. The following instructions were given by Major Brooks:

To Bombardment Unit No. 1: "Proceed attack GUIMBA rendezvous with Bombardment No. 2 at 4,000 feet over TARIAC at 9:15. Repeat back."

To Bombardment Unit No. 2: "Proceed attack GAPAN rendezvous with Bombardment No. 1 at 4,000 feet over TARIAC at 9:15. Repeat back."

To 3rd Pursuit Squadron: "Proceed to DEL CARMEN via MALOLOs await further instructions at 6,000 feet over DEL CARMEN airdrome at 9:30. Repeat back."

To Observation Unit No. 1: "Proceed over route GUIMBA-TARIAC-STOTSENBURG-DEL CARMEN to Mt. ARAYAT. Rendezvous over MT. ARAYAT at 3,000 feet with Observation No. 2 at 9:15 and await further instructions. Repeat back."

To Observation Unit No. 2: "Proceed over the route MALOLOs-DEL CARMEN-STOTSENBURG to MT. ARAYAT. Rendezvous over MT. ARAYAT at 3,000 feet with Observation No. 1 at 9:25 and await further instructions. Repeat back."

Upon completion of these various missions, all units were then directed by Major Brooks to reassembly and await further orders at various points of rendezvous. At each new rendezvous in turn Major Brooks issued additional oral orders by means of the radio telephone. He directed the Bombardment units to return to the home airdrome flying in squadron formation over a designated route. The Pursuit were directed to intercept and attack the Bombardment formation. The Observation meanwhile were directed to return home and land. In order to avoid the possibility of misunderstanding, orders in each case were repeated back to the Group Commander by the flight leader concerned. All orders were correctly received and executed and all rendezvous completed promptly. All radio equipment functioned well and there were no failures due to equipment or personnel. Ranges up to 50 miles were obtained between the SCR-133 set and the SCR-134 and the SCR-136 sets operating with telephone signals.

The success of this first attempt, using radio equipment which it is believed can be materially improved with respect to efficiency, has convinced the or-

fficers participating of the practicability of the radiophone for the tactical command of air units in flight. Indeed, it becomes apparent that radio affords the only practicable means of command for the control and coordination of effort of the larger units, such as the Group, Wing and Brigade.

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The 18th Pursuit Group, Wheeler Field, T.H., participated in three Wing radio-controlled exercises during May. The missions flown on May 6th and 13th were for the purpose of securing coordinated training in rendezvous and radio communications. After the rendezvous, the entire Wing, consisting of Bombardment, Observation, Attack and Pursuit, maneuvered in different formations under direct control of the Wing Commander. Minor difficulties were experienced and overcome on these two missions.

On May 20th, the entire 18th Composite Wing participated in a rendezvous problem with a landing at Haleiwa Field. The facility with which a Wing can be controlled by radio from the air, when it functions properly, was strikingly demonstrated and the need for more radio equipment of a better type was felt. With sets of the later type, having longer range for sending and receiving, the strength of the Group would be increased three-fold.

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After five months of study and application, all officers in the 111th Observation and 111th Photo Section, Texas National Guard, have qualified in radio artillery liaison, some achieving a 20 to 25-word a minute communication. Puff targets were employed, the planes flying at a minimum altitude of 2,500 feet. Second Lieut. Theodore Castle is in charge of communications. Captain Fred S. Willbur, an artillery officer during the World War, instructed the officers' class in the details of artillery liaison.

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#### AN AIR-MINDED CHINESE YOUTH

The following letter, copied word for word, was recently received by an Air Corps officer stationed at Nichols Field, Rizal, P.I.:

"Dear Sir:

Let me beg respectfully for a favour from you, My Lord. I am a young Chinese (age 21) and graduate of the higher school, both English and Chinese. I devote in aeroplane-life, every time I hear the sound of the aeroplane, my heart become light and feel 'Air-life is the most joyful work.' My heart is very thirsting in learning to fly yet the circumstance is too evil, and not promise to do so. After thinking over thinking I observe that the only way which appear to me, is begging from you, My Lord, for a kind help. Would you, my Lord, allow me to serve in your department and let me to have a chance to learn to fly.

Hoping to receive your kind favour, I have the honor to be,

My Lordship's

Your most obedient and humble servant."

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#### 5th SQUADRON SHOWS UP WELL ON THE GUNNERY RANGE

"The boys in the 99th and 1st Squadrons thought they were pretty hot at gunnery and bombing while at Phillips Field, Aberdeen Proving Ground, Md., during April and May," says the Mitchel Field Correspondent, "but the 5th Squadron, with Capt. "Tiny" Harmon commanding, went down in June and climbed the ladder a rung or two higher. Their scores bespeak of superiority somewhere, so the rest of us blame it on the ships. The 5th Squadron pilots report the Douglas O-250's as being the 'nuts' when it comes to putting them in the black.

The shell torn 'no man's land' of the fixed gun range drug down only one ship during the three months' operations there, but no one was at all injured, and the 9th Observation Group considers the season's work a huge success."

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Practically the entire commissioned and enlisted force of the 36th Division Aviation will attend the 15-day annual training period at Camp Hulen, Palacios, Texas. Camp Hulen is about 100 miles southwest of Houston on the shores of Tres Palacios Bay in Matagorda County, covers a total of 13,000 acres and is permanently equipped for the 36th Division. The Division Aviation has modern quarters at the north end of the camp, a spacious landing field adjoining. A headquarters office and warehouse building, an officers' and enlisted men's mess, bath houses, etc., with tent floors of cement make up an attractive site. Boating, surf swimming and fishing are diversions.



## DEVICE FOR SAFER FLYING THROUGH FOG AND CLOUDS



WHEN an instrument invented by Charles W. Kiesel, an inspector of the Board of Water Supply, Honolulu, T.H., comes into general use, flying through fog and clouds may be made safer. Mr. Kiesel's device takes the place of a turn and bank indicator and an artificial horizon. It has been tried on military airplanes in Hawaii during the primary stages of its development but not since its perfection. It is known as a balometer.

At first glance the balometer looks somewhat like an automobile speedometer. A needle points vertically at zero with a graduated scale to both right and left through 90 degrees. Below this scale is a rotating cylinder set in the face of the balometer like the device which adds up the mileage on a speedometer. Zero on this cylinder is the horizon line.

Mr. Kiesel began his work on the balometer shortly after the Dole flight. He had spent many years of experimental work on machinery used in the sugar cane industry and, being mechanically inclined, believed he could make flying safer. He was convinced, after talking to Arthur Goebel and Martin Jensen, that the unsuccessful fliers in the Dole race lost out because of inability to fly blind.

His first efforts were tested unofficially on Army airplanes, but the instrument was returned to him with the advice that he would have to eliminate oscillation of the turn and bank needle or swinging of the needle because of centrifugal motion. His second device failed to accomplish this. He continued his work and recently perfected his third balometer, for which a patent has been sought. In this device the artificial horizon cylinder and the turn and bank needle are attached to diamond-shaped plumb bobs which are set in a compartment packed with glycerine. The bob has to cut its way through the glycerine as the device registers. This retards its motion and prevents oscillation of the needle. The scale on which the turn and bank needle registers is colored red on the starboard side and green on the port side. The horizon cylinder is colored also, so the color will tell the aviator whether he is diving or climbing. That part above the horizon is colored red, and the part below green.

Mr. Kiesel is making efforts to have the Bureau of Standards test his device. Military fliers in Hawaii may also give it further tests. He is convinced it is an important instrument for blind flying and much superior to the bank and turn indicators and artificial horizons he has seen on military airplanes in Hawaii.

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## RADIO ANNOUNCER'S JOB OPEN TO AIR CORPS OFFICER

It is the understanding of the News Letter Correspondent from Chanute Field, Ill., that certain commercial concerns engaged in the radio broadcasting game have made overtures to Lieut. Roy H. Lynn to resign from the Army and become one of their regular broadcasting staff, it having been recently discovered that his voice is perfectly beautiful on the air. It is stated that the Lieutenant has been receiving loads of fan mail and that his better half is very glad that he is soon to leave for March Field, Calif.

All of the above is apropos to the participation of Chanute Field in the George Washington Bicentennial Military Tournament, when it sent radio planes to Chicago daily, from which broadcasts were made by officers who were pursuing the Communications Course of the Air Corps Technical School. These broadcasts were picked up by Station WLS and put on the air by them in connection with their regular programs. The officers participating in these broadcasts were 2nd Lts. Robert L. Schoenlein, Forrest G. Allen, Roy H. Lynn and Lilburn D. Fator, Air Corps.

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The 58th Service Squadron, comprising 130 men and three Regular officers, Captain Clarence H. Welch, commanding, 2nd Lieuts. Louie P. Turner and Stoyte O. Ross, departed from Brooks Field, Texas, June 11th for permanent station at Langley Field, Va. The 58th, reorganized on October 1, 1930, at Brooks Field, has made a splendid record, and no doubt will carry on its good work at its new station, where it will be the Service Squadron for the new 8th Pursuit Group being organized at Langley Field. The 62nd Service Squadron, retained at Brooks Field upon the removal of the Air Corps Primary Flying School to Randolph Field, will be the Service Squadron for the 12th Observation Group.

WRIGHT FIELD OFFICERS RETURN FROM TRANSOCEANIC CONVENTION  
By the Wright Field Correspondent

After attending in Rome, Italy, one of the most unique conventions ever held, a meeting of International Transoceanic Fliers, a convention possible only in this modern day of ours and limited in attendance to a group whose work to be fairly weighed must be considered as affecting the future even more than the immediate present, Captains Albert F. Hegenberger and Clements McMullen returned to the workaday world of laboratories, experimental aeronautics, flying hours, and their Army Air Corps jobs at Wright Field. The Convention dated from May 22nd to May 28th. Sailing on the ROMA on May 9th, the brilliance of the experience must serve to color many dull moments in times to come - if, indeed, such moments ever fall to the lot of two such active pilots.

It was their first visit to Europe. From the moment of their arrival in Italy, they were the guests of the Italian Government - baggage, transportation, hotel accommodations and entertainment being arranged for. The Convention plans included business meetings, flying exhibitions, banquets, dinners, and sight-seeing. The business discussions first covered the preparations for and experiences encountered on the various transoceanic flights, with the purpose in view of compiling all available data. Interpreters made possible discussion between fliers of different tongues. There was discussion of a "freedom of the air policy," with the planes of all nations being welcome at all ports and over international routes which passed above the territory of the various nations. At certain sessions, aviators from Germany, England, United States, and a group from France studied northern Atlantic plane routes, while the Italians, Spanish and a second French group discussed the southern Atlantic route between Europe and South America. The Wright Field pilots studied four North Atlantic routes under the leadership of Capt. H.C. Richardson and of Sir Hubert Wilkins, the Labrador-Greenland-Scandinavian route being considered the most practical because of better weather conditions and the shorter distance between landing points. To make such a route practical for a two-day mail line to Europe, meteorological stations each 500 miles at least should be established, it was decided.

Receptions were held for the fliers by Premier Mussolini, as well as King Victor Emmanuel; the King's son, Prince Umberto; and the Duke d'Aosta, the latter being a pilot. These two young men, in fact, were tremendously interested in aviation and spent much time with the Convention representatives. The brilliance of the uniforms and decorations at all the gatherings was especially impressive.

Impressive also was the flying exhibition with which the meeting closed. Both Wright Field pilots declared that for skill and daring they had never seen anything like certain features of the formation work performed. In one instance, nine planes in tight formation flew upside down in a circle of approximately seven miles. In another, three groups of nine planes, each in formation, looped the loop, the tails of the planes of each group being tied together. Planes throwing red, white, and green smoke screens looped and spiralled, leaving strange colored shapes hanging in the air. Captain McMullen described the routing of a dummy machine gun nest. Six planes dove on the nest, turning and zooming back into the air from 5 to 15 feet above the ground. The timing with which the six planes following each other in rapid succession dove on the nest, then zoomed upward, made a crash seem inevitable. Each pilot had his assigned split second in which to come down and a different direction in which to shoot back up, and each was perfect in this work. There was a sigh of relief, however, even from the seasoned transoceanic fliers when the group landed safely.

Following the close of the meeting, Captain Hegenberger, whose particular interest in navigation equipment, crowded in visits to airdromes and manufacturing plants in Berlin, Munich, Geneva, Paris, Venice, Milan and Turin, using in some instances the commercial air lines, in others piloting borrowed planes. Having made the first solo blind landing shortly before his trip, he was anxious to glean at first hand just what advanced equipment was in use for blind flying, especially on the commercial air lines, in Europe. Though time was short, he was able to cover a wide range of territory and gain a fairly clear picture of European development in this field, a picture that will enable him to take up with greater confidence the work he so reluctantly put by for a few weeks to attend the Rome Convention.

Other American transoceanic fliers among the delegates were W.W. White, Captain McMullen's confere on a New York - Buenos Aires flight; George Haldeman; Harold Gatty, and Commander H.C. Richardson, U.S.N.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Langley Field, Va.: Capt. James T. Hutchison from Walter Reed General Hospital; Capt. Albert M. Guidera from duty as Instructor, Indiana National Guard, Indianapolis; 1st Lieut. Richard E. Nugent from Panama.

To Bolling Field, D.C.: Capt. Omer O. Niergarth from duty as student at Industrial War College, Washington; Captain Orlo H. Quinn from Command and General Staff School, Ft. Leavenworth, Kansas.

To Randolph Field, Texas: 2nd Lieut. Harold H. Bassett from Hawaii.

To Fort Bragg, N.C.: 1st Lieut. Joseph W. Benson, from Hawaii, for duty with 2nd Balloon Company.

To Selfridge Field, Mich.: 1st Lieut. Earle E. Partridge from Panama; Capt. Harry G. Montgomery from Walter Reed General Hospital.

To Mitchel Field, N.Y.: 2nd Lieut. Arthur J. Lehman from Panama.

To Hawaii: 2nd Lieuts. Robert L. Easton and Ralph E. Holmes from Chamute.

To Panama: Capt. Ennis C. Whitehead from Selfridge Field; 1st Lieuts. Dixon M. Allison and Clifford P. Bradley from Randolph Field.

To the Philippines: 1st Lieut. Hugo P. Rush from Wright Field, Ohio.

To Maxwell Field, Ala.: Major George E. Lovell, Jr., from duty as student at Air Corps Tactical School. Previous orders in his case revoked.

DETAILED TO THE AIR CORPS, and to Randolph Field, Texas, July 1, for primary Flying training: 1st Lieut. Edwin L. Johnson, Field Artillery; 2nd Lieuts. James F. Stroker, Field Artillery; Robert G. Turner, Infantry.

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POWER PLANT ENGINEER AT WRIGHT FIELD PASSES AWAY.

June 9th proved a day of loss to the Materiel Division, Wright Field, O., because of the death of Mr. G.H. Frank, whose life, after many years of devoted and capable service to the Division, was cut off after but a few days' illness.

Mr. Frank came to the Division on March 9, 1918, as a dynamometer operator. Later he became Air Corps Inspector of Power Plants. For the past eight years he was test engineer in the Power Plant Branch, having a hand in many of the most interesting power plant developments. A principal project was the adaptation of the power plant to ethylene glycol cooling, to which he gave much time and concentration and which practice has come into wide use for Army airplanes. Fair in all his working relations, genial and kindly as a companion, he held not only the respect but, in an unusual measure, the love of his associates.

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Twelve new V-1570 engines, with a new type of counterbalanced shaft and slight changes in the lubrication system, were delivered to Selfridge Field, Mich., for installation in P-16 airplanes for an exhaustive test. Officers at this field hope that the new changes in the V-1570 engines will remedy the troubles encountered with them when installed in Pursuit planes.

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With the 111th Observation Squadron, Texas National Guard, instrument flying occupies three periods of each week - Sundays, Wednesdays and Saturdays. One O-38 is equipped for blind flying. Preliminary instruction in blind flying is carried on regularly, with flights under charge of a safety pilot made as soon as the pilots qualify. The navigation flights include triangular courses of about 50 to 60 miles to each leg. No maps are carried, the pilots being obliged to plot their courses, windage and time. Some exceptionally good records are being made. First Lieut. Earle T. Showalter performed some difficult blind flying the last of May and did it so effectively that he was asked by Major Blackburn, Commanding Officer, to lecture to the pilots on his experience.

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Sixty-five planes of the 18th Composite Wing, Hawaii, flew an aerial review before the commissioned staff, Cadets and crew of the German Cruiser "Karlsruhe" at Luke Field. The Cadets were inspected by Lieut.-Col. Gerald C. Brant and Majors Maxwell Kirby and Ernest Clark prior to the review. The officers and cadets of the "Karlsruhe" then inspected planes and personnel. The review line was more than one-half mile long. The German personnel were very enthusiastic in their praise of the military appearance and precision flying, and commented very favorably upon the ability and efficiency of the 18th Wing personnel. Frigattenkapitan Wassner, Commanding Officer of the "Karlsruhe," and Lieut.-Col. Brant, Commanding Officer of the 18th Composite Wing, flew around the Island of Oahu in the Wing Command plane. Captain Wassner was greatly pleased with the flight. Some of the most beautiful flying country in the world was flown over. Later in the day, Captain Wassner was presented with several aerial photographs of his own ship, taken by the 11th Photo Section.

## TECHNICAL SCHOOL STUDENTS GRADUATE

Graduation exercises were held at Chanute Field, Rantoul, Ill., on June 25th for the graduates of the Maintenance Engineering and Communications courses of the Air Corps Technical School. The exercises consisted of a review, followed by presentation of diplomas on the field to the graduating officers. The graduates received the review with the Commandant and Commanding Officer of Chanute Field, Lieut.-Colonel James A. Mars. A great many civilians attended the Review and were afforded the additional treat of seeing the take-off of the Army blimp, TC-6, for Scott Field. Chanute Field was used as a fueling base for the operations of this airship at Chicago in connection with the George Washington Bicentennial Military Tournament.

Maintenance Engineering graduates were 1st Lieuts. Thomas J. Cushman, Marine Corps; James W. Spry, Alva L. Harvey, 2nd Lieuts. Frederick A. Bacher, Jr.; Chas. B. Stone, III, Lawrence H. Douthit, Karl G.E. Gimmler, Robert Loyal Easton, August W. Kissner; Donald J. Keirn; Thomas S. Power; Lorry N. Tindal; Charles K. Moore; Hollingsworth F. Gregory; Samuel O. Redetzke; Herbert H. Tellman; Harold L. Mace; Anthony Q. Mustoe; Julius K. Lacey; Minthorne W. Reed; Carl R. Storrie; Arthur F. Merewether, Air Corps; 1st Lieuts. Arthur H. Morrison, George S. Stead, 2nd Lieut. Frank B. Stuart, Air Reserve; Captain William K. Ennis, Texas National Guard, and 2nd Lieut. Clinton E. Searle, Michigan National Guard.

Those graduating from the Communications Course were 1st Lieut. James K. DeArmond, 2nd Lieuts. Ralph E. Holmes, Forrest G. Allen, Draper F. Henry, Richard I. Dugan, Daniel C. Doubleday, Roy H. Lynn, Daniel B. White, Albert W. Shephard, Lawrence O. Westley, Air Corps; Capt. William B. Wimer, Missouri National Guard; 1st Lieut. Robert L. Stephens, New Jersey National Guard; and 2nd Lieut. Rudolph S. Farrar, Tennessee National Guard.

During the last week in June, the Maintenance Engineering graduates, in charge of 1st Lieut. Herbert W. Anderson, Secretary of the Air Corps Technical School, visited the Materiel Division at Wright Field, Dayton, Ohio, on an inspection tour, following which practically all the officers proceeded to their new stations, some by automobile, some by rail, and some by rail and water transport to foreign stations. Lieuts. L.H. Douthit and R.L. Easton remain temporarily at Chanute Field, thus relieving somewhat the shortage of officers which normally exists during school vacation at this post.

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## INSIGNIA SOUGHT FOR THE 111th OBSERVATION SQUADRON

Major Thomas W. Blackburn, commanding the 111th Observation Squadron, 36th Division Aviation, Texas National Guard, is holding a competition for a Squadron Insignia in order to obtain the best design talent can devise. A cash prize of \$25.00 is offered for the insignia selected by the officers of the organization and approved by the War Department. The contest is open to members of the military establishment as well as civilian artists.

The national coat of arms or the coats of arms of any state or country can not be used, although parts of the latter two are permissible. No lettering, numerals, maps or geographical features are allowed. The Texas Lone Star may be used. Something historical and indicative of the functions of an Observation Squadron is sought. For the information of artists competing, it may be mentioned that Texas is noted for its long horn steers, cactus and Commanche Indians. These Indians wore three feathers tucked in the back of their hair and not the full feather headdress of the Northern Sioux. Drawings should be mailed to Major Thomas W. Blackburn, Route #1, Box 655, Houston Airport, Houston, Texas. Drawing paper, 8½ x 11 inches, should be used. The insignia should be simple and suitable to stenciling on the fuselage of the planes of the Squadron. Two or three colors may be used.

Major Blackburn, who holds the rank of Captain in the Air Corps, Regular Army, is on duty as Instructor of the Texas National Guard air unit.

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Notification that certain prominent airports just over the 500-mile radius had been included within cross-country limits was met with unqualified approval by the commissioned and enlisted personnel of Langley Field, Va. Atlanta, Macon, Chattanooga, Louisville and Selfridge Field are due to see many new faces in the near future.

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The cover design for this issue of the News Letter is the work of Corporal Don L. McClaskey, Engineering Clerk of the 13th Attack Squadron, Fort Crockett, Galveston, Texas. Thank you, Corporal McClaskey, for your interest in the News Letter. We hope that others who are handy with pen, pencil or stylus, will follow your example and send in cover designs for future issues. Designs on Cello-type or Mimeotype stencil sheets are preferred, but pen and ink sketches are also welcome. Pencil sketches are difficult to trace on the stencil sheets.

All designs used will be duly acknowledged in the News Letter. Get busy, you artists!

## GRADUATIONS FROM THE ADVANCED FLYING SCHOOL

A class of students, consisting of two officers of the Regular Army, one German Army officer, and 93 Flying Cadets, graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, on June 29th. An aerial review was flown by all students at 8:00 a.m., and graduation exercises were held at 10:00 a.m. Major-General Benjamin D. Foullois, Chief of the Air Corps, delivered an address to the students, and Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, presented the diplomas.

The following is the list of graduates:

### Officers

2nd Lieut. William T. Hefley, Jr., Corps of Engineers, U.S. Army.

2nd Lieut. Russell A. Wilson, Signal Corps, U.S. Army.

Captain Eberhard Baier, German Army.

### Flying Cadets

Aring, Wilbur W.	Brady, Robert W.	Hoffman, Cecil R.	Oglesby, Walter A.
Baker, Carl F.	Coursey, Harry	Horvath, Lewis, Jr.	Parrish, Noel F.
Beck, Stephen A.	Cox, Dudley S.	Hughes, Louis R.	Philip, Donald E.
Belden, Lloyd I.	Cox, Homer M.	Hunt, Jack S.	Purser, Brittain H.
Bell, Jasper N.	Culler, Harry H.	Hunt, Wilburn R.	Qualm, Joseph R.
Bonnell, William F.	Davis, Wm. Edwin	Hurst, Don L.	Payne, Samuel V.
Bogardus, Wm. I., Jr.	Demler, Marvin C.	Jarmon, Robt. E.	Randolph, Jack L.
Borchers, Adrian	Ditzen, William G.	Jackson, Edmund L.	Reynolds, Roger M.
Bordelon, Henry O.	Doherty, John C.	Jobson, Theron S.	Richardson, H.G.
Borgers, Elder W.	Duckworth, Hubert B.	Kane, John R.	Searles, Nathan F.
Breeding, Wilbur W.	Earle, Lloyd W.	Krug, Lester	Smith, Elton
Brockliss, Cedric J.	Fouche, John S., Jr.	Keenan, Gregory F.	Spake, John P.
Bruce, James L.	Freyer, Francis R.	Lancaster, D.B. Jr.	Sprunger, Noble O.
Cahill, Martin B.	Gardner, Wayne C.	Lovelace, Wm. T.	Stevens, Fred D.
Cassady, George S.	Gates, Thomas L.	Mackelcan, H.M.	Swift, Henry H.
Cazier, Frank W.	George, Clifton V.	Matthews, F.H.	Shockley, Moir L.
Celik, Henry M.	Glen, Frank P.	Moody, Howard A.	Trimble, W.L., Jr.
Christner, John W.	Govoni, George L.	Moore, Ralph J.	Unruh, Marion D.
Churchill, Randolph E.	Haarman, Donald W.	Mosman, Ormond J.	Ward, Roy Putman
Clark, Glenn C.	Haley, Olin K.	Murchison, Geo. M.	Wassell, Ralph L.
Clark, William L.	Hamilton, Edward N.	Neal, Jesse	Wooley, Paul G.
Cooper, Robt. E., Jr.	Hanspeter, Paul J.	Nelson, David R.	Workman, James T.
Corrigan, Emmett J.	Harris, Clyde C., Jr.	Nuckols, Wm. P.	Zelazo, Steve
		Weller, Richard C.	

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## KANSAS CITY AIR RESERVE UNIT ATTENDS CONVENTION

It has long been the avowed purpose of the several Air Corps Reserve Officers' Associations scattered throughout the United States to get together in a big pow-wow and set the foundation for a national organization to promote the Air Reserves as a national unit. To this end, April 28, 1932, was set as the date for the gathering of the clans, among them the Kansas City Association representing the 430th Pursuit Squadron. Chicago was selected to receive this honor. To localize still more, the Edgewater Beach Hotel was selected to take the punishment coincident to conventions.

The Kansas City Unit, as the census revealed, led the convention in point of attendance with eleven Reserve officers, led by Captain Wm. B. Wright, Air Corps, Regular Army and Commander of the Squadron. They were Captains Wm. S. Green, J.W. Ranson, W.E. Long, W.P. Ford, W.G. Moore, G.T. Long, 1st Lieuts. R.C. Farrell, A.D. Hillman, W.E. Lewis, 2nd Lieuts. A.G. Hunter and Sgt. J.J. Eberling, Air Corps. The above list includes all the past Presidents and present office holders of the local chapter of the National Organization of the Air Corps Reserve Officers. Lieut. Hillman was elected National Vice President, and Lieut. Farrell, National Judge Advocate.

At the conclusion of their business meeting in Chicago, the group was invited to attend a dinner given at the St. Johns Military Academy, Delafield, Wis. St. Johns being the Alma Mater of Captain Wright, he was called on to "Speech" at the close of the dinner and received applause that made the good old halls ring.

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Nichols Field, Rizal, P.I., May 23rd.

The Second Observation Squadron recently staged a big game hunt in which 14 officers and 8 enlisted men took part. Under the command of the Squadron Commander, Captain Sorenson, they set out to seek the most highly prized of all big game, the rare and elusive tamarao.

This animal is a distinct species of water buffalo, in appearance much like a large deer, having, however, the horns of a small carabao. It is found nowhere in the world but on the Island of Mindoro. Although its appearance is rather more graceful than terrifying, it is an extremely vicious animal when wounded or cornered, and has killed more than one hunter.

Reaching the heart of the tamarao country, not a human habitation or person could be seen. In the foreground were green hills, partly wooded, pock-marked with little basins containing springs, basins in which the tamarao thrives. In the background rose up towering brick-red mountains, bare, impassable, unexplored. The party split up into two parts, one camping high on a distant hill to the south of the landing field, the other camping by the planes and hunting on a closer ridge to the north.

Luck, or lack of it, was about evenly divided. In the northern party, two of the hunters got running shots at tamarao, but missed. In the southern party, Lieut. Eppright shot a tamarao at fifty yards, wounding him. True to his reputation, the beast charged. Eppright turned him with a second shot and he swerved aside into some tall cogan grass. Having only two cartridges left, Eppright wisely did not follow him. Private Rivers shot a pig.

The expedition returned with nothing more important than a pig, but it started something. If you visit Nichols now, you will see the officers proudly exhibiting new sporting rifles they have bought. All those who went are anxious to return; the race to see who will get a tamarao is on.

Patterson Field, Fairfield, Ohio, June 20th.

The steel work on the new Disassembly Building at this station was finally completed, and work was started on the steel structure of the new Final Assembly Building. The concrete foundation was laid for the new Administration Building.

During May, 35 airplanes were overhauled (18 major, 17 minor) and 58 engines (38 major, 20 minor).

The following officers ferried Air Corps supplies to other stations during the past two weeks: Major Sneed to Selfridge Field, June 1st; Lieut. Zeigler to Scott Field, June 2nd; Lieut. Williamson to Selfridge Field, June 3rd; Lieut. Irvine to Lunken Airport, June 6th; Lieut. Goodrich to Selfridge Field, June 7th; Lieut. McPike to Bowman Field, Ky., June 8th, and to Chanute Field, June 14th; Capt. Lewis to Chanute and Scott Fields on June 9th, and Lieut. Timberlake to Selfridge Field on June 10th.

Officers ferrying planes to this station for major overhaul were Lieuts. Carpenter and Caldwell from Stout Field, Ind.; Lieut. Massie from Marshall Field, Kansas; Major Muse with Major Gilkeson, Lieut. Horton with Lieut. Davidson, Captain Peck, Lieuts. Moon and Kase, all from Maxwell Field, Ala.

The following were cross-country visitors here during the period June 1st to 15th, inclusive: From Bolling Field - Capt. Wood, Lieut. Stranathan with Lt.-Col. Lentz, and Lieut. Robertson; from Randolph Field, Texas - Lieuts. Warren, Walker, Abbey; from Chanute Field, Ill. - Capt. Hamilton and 5 enlisted men, Lts. Anderson, Laughinghouse, Burgess; from Maxwell Field, Ala. - Major Echols with Capt. Mullins; Lieut. Cummings with Col. Chandler, Lieut. Mills; from Lunken Airport, Ohio - Capt. Colgan with Lieut. Coleman, Lieut. Mitchell; from Columbus, Ohio - Lieut. Spiers with Capt. Gardner, Lieuts. Conover and McConnell; from Sky Harbor, Tenn. - Capt. Gardner with Capt. Horkins, Lieut. Catron; from Chicago, Ill. - Major Mann with Lieut. Newhall, Lieut. Keogh with Capt. Connell, Lieut. Webster; from Logan Field, Md. - Capt. Ballard; from Phillips Field, Md. - Lieut. Hart; from St. Louis, Mo. - Capt. Herold; from Bowman Field, Ky. - Lieut. Welsh with Lieut. Miller; from Cleveland, Ohio - Capt. Gill; from Stout Field, Ind. - Lieut. Carpenter with Capt. Guidera; from Selfridge Field, Lieut. Garrison.

The dinner dance by the Officers' Club at Miami Valley Hunt and Polo Club on June 3rd was a huge success and was the final Club Party for the season.

Major A.L. Sneed, Commanding Officer, inspected the 112th Observation Squadron at Cleveland, Ohio, on June 10th.

Lieut. McPike ferried an F1-A to Scott Field on June 8th and Lieut. Zeigler an O1-B to Richards Field, Mo., on June 13th.

Officers from this station making cross-country flights were Lieut. Irvine to Richards Field, Mo., June 10th and to Chanute Field and Fort Riley, Kansas, June 10th, returning June 13th; Lieut. Williamson to Logansport, Ind., June 5th.

Lieut. Melvin B. Asp departed June 5th for Panama on 3 months' leave, after which he will proceed to Maxwell Field for duty. Mrs. Asp accompanied him.

Capt. Hugh A. Bivins departed June 7th on 15 days' leave of absence.

Patterson Field, Fairfield, Ohio, July 1st.

The annual picnic of the Wilbur Wright Welfare Association, held at Kil Kare Park June 25th, was attended by approximately 1200 employes and their guests, and 12 officers, and an exceptionally good time was had by all. Among the events were golf, tennis, swimming, baseball band concert, horseshoes, boxing, motorcycle stunting, dancing, etc. At a recent meeting of the Association, all active commissioned personnel at Patterson Field were made honorary members of the Welfare Association, and it was pleasing to note that many of the officers attended the annual picnic.

The following were cross-country visitors at this station, June 16th to 30th: Lieut. Haynes with Lieut. Williamson; Major Pirie; Lieut. Mulligan and six enlisted men from Mitchel Field, N.Y. - Captain Sullivan; Capt. Muffat; Major Oldfield from Bolling Field, D.C. - Lieut. Shoemaker; Lieut. Landon with Lieut. Smith from Fort Crockett, Texas - Lieut. Welsh with Lieut. Ross; Lieut. Gibson from Bowman Field, Ky. - Capt. Colgan; Lieut. Coleman; Major Outcalt from Lunken Airport, Ohio - Lieut. Douthit; Lieut. Wriston; Lieut. Westley from Chanute Field, Ill. - Lieut. Carpenter with Lieut. Caldwell from Stout Field, Ind. - Lieut. Price; Lieut. Gaffney; Lieuts. Higgins and Shea from Kelly Field, Texas - Captain Barnhill; Captain Gill from Cleveland, Ohio - Lieuts. Robinson, Lewis and Morriel; Lieut. Bisson and 7 enlisted men; Lieuts. Henderson and Eckert from Langley Field, Va. - Lieut. Grover; Lieuts. Wallace and Alexander from Randolph Field, Texas - Major Lynd and 5 enlisted men; Captain Merritt from Fort Leavenworth, Kansas - Lieuts. Kennedy and Johnson; Lieuts. Kennedy, Darby and Waddell from Brooks Field, Texas - Lieut. Mitchel from Fort Sill, Okla. - Lieut. Genare from Schoen Field, Ind. - Lieut. Pittman with Major Ducot from Selfridge Field - Lieut. Newhall and Captain Mann; Lieut. Heiman from Chicago - Lieut. Rogers from Columbus, Ohio - Lieut. Marcum from Rodgers Field, Pa. - Lts. Vance and Moon from Maxwell Field, Ala. - Lieut. Steed from Chanute Field - Capt. Salisbury from Boston, Mass. - Lieuts. Haley, Miller, Sullivan and Morse from San Diego, Calif.

Cross-country flights by officers at this station were made as follows: Lieut. Zeigler to Barnwell, S.C., June 18th and to Wooster, O., June 24th; Lieut. Irvine to Bowman Field, Ky., June 18th; Lieut. Timberlake to Columbus, Ohio, June 23rd.

Major A.L. Sneed, Commanding Officer, departed June 20th on 21 days' leave, which he is spending on a fishing trip in Galena, Mo.

Captain Wood with Lieut. Gunn, from Chanute Field, Ill., Lieuts. Kirby and Schott from Selfridge Field ferried planes to this station for major overhaul, while officers ferrying planes here for minor repair were: Capt. Wood with Lieut. Gunn from Chanute Field, June 16th, in O-25A; Lieut. Caldwell in a BT-1, June 17, and Lieut. Carpenter in an O-38B, June 23rd, from Stout Field, Ind.; Lieut. Wilson with Lieut. Murtha from Middletown in an O-19C, June 19th; Lieut. Welsh from Bowman Field in a BT-2B June 28th; Lieut. Newhall from Chicago in an O-38, June 29th.

Lieut. Goodrich ferried an O-19C to Buffalo, N.Y., June 17th, returning by rail.

The personnel of the Quartermaster Corps at this station celebrated anniversary day with a picnic at Eastwood Park on June 16th.

Officers from this station ferrying Air Corps supplies to other stations were: Lieut. Irvine to Chanute Field, June 17th; Lieut. Williamson to Selfridge Field, June 23rd; Lieut. Timberlake, June 24th, and Lieut. McPike, June 25th, to Chanute Field.

Boston Airport, Mass., July 1st.

The month of June was a very active one for the Air Corps Detachment at Boston. Reserve flying took up some time, but there was an increase in visiting ships which meant many busy Sundays for the crew. Among the visitors were (June 11th) Lt. T.J. Creedon from Mitchel Field in an O1-G, (Lieut. Creedon, a Brookline, Mass. Reserve Officer, later lost his life when his plane crashed in a severe storm at Port Washington, Long Island, June 27th); Lieut. W. Shepard from Mitchel Field, enroute to Waterville, Maine, and return; Lieut. Frank Klein dropped in from Buffalo, N.Y. in a Boeing P-12C; and Lieut. J.C. McLeod came in from Fort H.G. Wright, where he had been cooperating with the Coast Artillery on various missions.

On June 18th, Lieuts. Alexander and Robertson from Mitchel Field, also Lt. Bond were among the visitors. Lieut. Richard Cobb, formerly stationed in Boston in the early days of the Boston Airport development, was a very welcome visitor from Randolph Field, Texas.

Capt. Glenn C. Salisbury, A.C., made a fast trip from San Antonio to Boston in a day and a half.

A formation of four airplanes with one blank file was flown by Air Reserve officers over the funeral of the late Lieut. T.J. Creedon, Air Reserve, on July 1st. Lieut. Creedon was killed in an airplane accident at Mitchel Field, N.Y.

Rockwell Field, Coronado, Calif., June 25th.

The activities at Rockwell Field were augmented by considerable activity of the units from the First Bombardment Wing, March Field, which are in camp at the west end of Rockwell Field on North Island for the purpose of aerial gunnery and bombing training. The camp has been named "Camp Forrest L. Neville" in honor of the late 2nd Lieut. F.L. Neville, Air Corps. It is expected Camp Neville will be occupied for gunnery and bombing training by March Field units during the greater part of the summer.

New wooden bungalows have been built to replace the tent barracks formerly occupied by the troops of the 76th Service Squadron. New shrubbery, including flowers and palm trees, add to the beauty of the new squadron area.

Captains Cortlandt S. Johnson and Richard K. LeBrou were recently promoted to their new rank and are both happily wearing two bars.

Captain Harold M. McClelland with Corp. Fred E. Salter as crew chief just returned to Rockwell Field after ferrying a YO-31A to Brooks Field, thence by rail to Middletown, Pa., for the purpose of securing a B4-A for this station.

All of Rockwell Field very much regret the loss of their present commander, Lieut.-Col. Barton K. Yount, and his family. Col. Yount is scheduled to sail from San Francisco August 3rd, enroute to his new station at Bolling Field, D.C.

Captain Harvey H. Holland arrived at Rockwell in April after completion of a tour of duty in Hawaii and was appointed Post Adjutant. He is one of the Army's foremost authorities on air navigation and is author of the text "Avigation."

Chanute Field, Rantoul, Ill., July 1st.

The following officers were in Chicago participating in the Military Tournament in connection with smoke screens: Captains Samuel M. Connell, Arthur G. Hamilton and Edward H. Wood. First Lieut. George W. Goddard and 2nd Lieut. Russell Scott also participated in the Tournament with photographic airplanes.

Friday night, June 24th, the Officers' Club held a graduation dance in honor of the graduating classes of the Communications and Mechanics Departments.

Master Sgt. Clyde B. Hamlin, former line chief, was transferred to Kelly Field, and his replacement has arrived. We welcome Master Sgt. Joseph Kindergan.

Lieut.-Col. Mars, Post Commander, and Lieut. W.C. Farnum, Post Adjutant, participated in an interception problem on June 28th, taking off and intercepting the Army Airship TC-6 on its way from Scott Field to Chanute Field. The first interception was made in the vicinity of Pana, Ill., by Col. Mars, and the second interception between Pana and Decatur by Lieut. Farnum. When the blimp landed, the Scott Field pilots got out to rest, and the ship was taken on a two-hour flight by Lieut. Cressy, assisted by Col. Mars and Lieut. Farnum. Various of our friends in this vicinity were treated to the sight of the blimp, which was an unusual spectacle for them.

First Lieut. Dan C. Ogle, M.C., our new Flight Surgeon, who just graduated from the Army Medical School and the Medical Field Service School, Carlisle Barracks, Pa. reported for duty.

Our new Chaplain, Major Milton O. Beebe, who recently graduated from the University of Chicago and secured his AM degree, reported for duty, but it is understood he contemplates taking leave for a month or so. Our former Chaplain, 1st Lieut. F. Herbert Moehlmann, under orders for Panama, is staying around and will assist the new Chaplain in getting acquainted. Chanute Field wishes to express its sincere regrets at this time in the loss of Chaplain Moehlmann. He is very popular and Chanute Field feels he is just about what a Chaplain should be.

Cross-country flights by Chanute Field officers to various localities and return to the field were made as follows: To Wright Field, Ohio, Captains W.A. Hayward, F.S. Borum, Lieuts. S.O. Carter, N.R. Laughinghouse, W.K. Burgess and G.W. Goddard -- To Patterson Field, Ohio, Lieut. H.W. Anderson -- To Selfridge Field, Mich., Major A.E. Brown, Capt. E.H. Wood, Lieuts. J.W. Spry, D.J. Keirn, T.S. Power, C.R. Storrie, A.F. Merewether, G.S. Stuart and A.L. Harvey -- To Bowman Field, Ky., Lieuts. A.F. Merewether, T.S. Power and C.R. Storrie -- To Scott Field, Ill., Lieuts. H.F. Gregory, L.H. Douthit, J.K. DeArmond, D.F. Henry and G.S. Stead -- To Fort Crook, Neb., Lieut. C.B. Stone, III -- To Chicago, Ill., Lieut.-Col. James A. Mars, Captains S.M. Connell, W.B. Wimer, Lieuts. L.C. Westley and R.S. Farrar -- To Ottawa, Ill., Lieuts. R.L. Easton, K.G.E. Gimmler and A.F. Merewether -- To Galesburg, Ill., Lieut. C.B. Stone, III -- To Muskogee, Okla., Lieuts. H.W. Anderson and G.W. Sparhawk -- To Lafayette, Ind., Lieut. A.W. Kissner -- To Indianapolis, Ind., Lieuts. C.B. Stone III and H.W. Anderson -- To Nashville, Tenn., Lieuts. C.R. Storrie and A.W. Shepherd -- To Wassau, Wis., Lieuts. A.F. Merewether and S.O. Redetzke -- To Dyersburg, Tenn., Lieut. M.N. Reed -- To Alton, Ill., Lieut. T. S. Cushman, U.S.M.A. -- To Decatur, Ill., Lieut. L.H. Douthit.

Air Corps officers visiting Chanute Field by air recently include the fol-



lowing: From Patterson Field, O., Capt. B.F. Lewis, enroute to Scott Field; Lieut. L.E. Massie, enroute west -- From Selfridge Field, Capt. R.C.W. Blessley, Lieuts. F.H. Griswold and F.M. Jacobs, last two named enroute to Scott Field -- From Scott Field, Capt. W.C. Connell, enroute to Chicago; Lieut. R.H. Talbott, enroute to Selfridge Field; Lieut. H.A. Clark, enroute to Escoda, Mich. -- From Ft. Leavenworth, Kans., Capt. R.H. Ballard, enroute to Wright Field; Lieut. J.L. Jackson -- From Wright Field, O., Lieut. C.S. Irvine, enroute to Omaha, Neb.; Lieut. R.J. Minty, enroute to LaSalle, Ill.; Lieut. J.L. Davidson -- From Selfridge Field, Lieuts. T.M. Bolen and B.L. Boatner.

On the evening of June 16th, the Officers' Mess held the seventh and final of the season's series of "Dancing Dinners," at which about sixty dinner guests were present.

Taking advantage of the opportunities afforded by duty in this pastoral atmosphere of Central Illinois, members of the command this season are enjoying many avocations and hobbies, ranging from Col. Mars with his German Shepherd dog, Persian and Siamese cats, roses and pheasants, through Captain Skemp with his Sterling Silver Sebright Bantams, down to a soldier, Staff Sgt. E.J. Jusko, the proprietor of a kennel of two wild red foxes. Other hobbies at which Chanute Field plays hard include landscape gardening, small scale truck farming, turtles, rare fish, fishing, heraldry, swimming, baseball, and others too numerous to mention.

#### Brooks Field, San Antonio, Texas, June 18th.

The following-named officers were ordered to report at this station upon the completion of the School Course at Chanute Field: 2nd Lieuts. Edward A. Dodson, Lorry N. Tindal, Carl R. Storrie and Samuel O. Redetzke.

The following-named 2nd Lieutenants, Air Reserve, who were on active duty during the past year, were relieved July 1st and reverted to civilian status: Henry B. Fisher, Reginald L. Needham, J. Will Campbell, John H. Foster, Fielden A. Creech, Donald M. Kesler, George F. Keene, Charles T. McKinnie, Roy O. Ralston, Mell M. Stephenson, Jr., Carl A. Gerlicher, Albert J. Boot, Jr., Ralph S. Johnson, Walter M. Wood, Benjamin G. Holloway and William Beverley, Jr.

Major Henry J.F. Miller, recently graduated from the command and General Staff School, Fort Leavenworth, and due to arrive July 1st, will be assigned as Air Corps Technical Inspector of Brooks Field.

Captain Robert Kauch, from the Air Corps Tactical School at Montgomery, Ala., due to report July 1st, will be assigned as Commanding Officer of the 22nd Observation Squadron.

First Lieut. Raymond Morrison, recent graduate of the Engineering School at Wright Field, Dayton, Ohio, will report during July and is to be assigned as Post Engineering Officer.

First Lieut. Milton J. Smith, who reported from the Middletown, Pa., Air Depot, will be assigned as Station Supply Officer.

First Lieut. Joseph H. Hicks, who has been Commanding Officer of the First Photo Section, is being relieved of that duty and assigned to the 88th Observation.

First Lieut. Arthur L. Bump, Jr., Personnel Adjutant, is being relieved and assigned to the 12th Observation Squadron. He is to be succeeded as Personnel Adjutant by 2nd Lieut. Richard I. Dugan, due to report here from Chanute.

First Lieut. Arthur I. Ennis, who just graduated from the Air Corps Tactical School at Maxwell Field, Ala., will report July 1st and is to be assigned as Group Communications Officer, relieving 1st Lieut. Frederick D. Lynch, who will be assigned to the 88th Observation Squadron. Lieut. Ennis, who prior to his assignment as student at the Technical School, served a four-year tour in the Information Division, Office Chief of the Air Corps, (Press Relations Section) is a wartime pilot, receiving his training at Payne Field, West Point, Miss. (Ed. Note: He was well on the road to fame as a radio announcer when the exigencies of the service nipped his ambitions along that line. It has been learned from good authority, however, that while a student at Maxwell Field he gained quite a reputation as a horseman - whether he joined the famous Four is not known).

Major Thomas L. Gore, Flight Surgeon, received orders transferring him to Maxwell Field, Ala. He will be succeeded by Major Andrew W. Smith, Medical Corps, Randolph Field. The transfer of these two officers was accomplished June 30th.

Second Lieut. Louie P. Turner accompanied the 63 enlisted men of the 58th Service Squadron by train on their transfer to Langley Field.

#### Hqs. Air Corps Troops, Fort Sill, Oklahoma, June 30th.

On May 31st, Flight "E" became the 101st Observation Squadron (Provisional) and went to war in earnest as a part of the Field Artillery School spring maneuvers. These exercises proved most interesting and instructive, involving the following types of missions: Close reconnaissance, Infantry liaison and contact, photographic reconnaissance, night reconnaissance, attack (using flour bombs),

artillery adjustment and surveillance of scheduled fires; and command, staff and messenger missions. The maneuvers ended on June 4th.

Annual gunnery practice began on June 14th, with completion date estimated as July 10th.

Students on training flights from Kelly Field who remained overnight here enroute to El Paso, Texas, were: an Observation flight of 20 O2-H planes, led by Captain H.K. Ramey, June 1-2; a Pursuit flight of 3 A-3's and 16 P-1's, led by 1st Lieut. D.V. Gaffney, June 16-17; a Pursuit flight of 3 A-3's, 1 BT-2B and 16 P-1's, led by Lieut.-Col. H.B. Claggett and 1st Lt. F.I. Patrick, June 10-11.

The following pilots visited this station on cross-country flights: From Randolph Field, Major T.E. Harwood, Flight Surgeon, 1st Lieuts. J.E. Duke, T. Griffiths, R.W. Douglass, S.W. Van Meter, 2nd Lieuts. G.O. Barcus, L.R. Brentnall, and O.C. George -- From Brooks Field, Capts. C.E. Giffin, B.F. Griffin, 2nd Lieuts. H.S. Houghton, R.L. Spickelmier, J. McK. Thompson, F.A. Creech, D.M. Kesler, B.G. Halloway, Morse W. Beverley, M.O. Travis, J.W. Campbell, L.V. Stanley, W.R. Walner, J.N. McCormick, H.C. Dennison, C.T. McKinney, C.A. Brandt, Baird, and Staff Sgt. O.E. Henderson -- From Lowry Field, 1st Lt. L.V. Beau -- Baltimore, Md., Capt. R.H. Ballard -- Kelly Field, 1st Lieuts. O.A. Anderson, H.R. Baxter, Staff Sgts. Peter Besiot and J.B. McCauley -- Shreveport, La., Capt. H.L. Clarke -- Hatbox Field, 2nd Lieuts. Sam Gribi and H.B. Fleming -- Langley Field, 2nd Lieuts. P.K. Moriell, M. Lewis and S.K. Robinson -- Fort Leavenworth, Capt. W.E. Farthing -- Mather Field, 2nd Lieut. C.P. Gilger -- Duncan Field, Sgt. J.H. Price, making aerial freight run -- Boston, Mass., Capt. G.C. Salisbury -- Maxwell Field, Corp. J.H. Williamson.

During the period May 31st - June 4th, the 1st Balloon Company participated in the annual field maneuvers of the Field Artillery School, spending the entire period in the field under simulated war conditions. Captain Creighton being sick in quarters recuperating from a broken collar bone, and Lieut. McCormick on detached service at Omaha, Neb., left Lieut. Kirkendall in command.

The following cross-country flights were made by pilots of this organization: 2nd Lieut. Claire Stroh, pilot, Capt. J.H. Carriker, F.A., Passenger, to Shreveport, La., Maxwell Field, Fort Benning, Pope, Langley, Bolling, Wright, Chanute, Scott and Hatbox Fields, June 17-24 -- 1st Lieut. Wm. L. Ritchie, June 4th, to Olney, Texas, to assist 1st Lt. Percy, Kelly Field, who was forced down by motor failure; June 14th to Oklahoma City; June 16th to Brooks Field, ferrying tow target ship; June 20th to Helena, Ark., via Little Rock -- 2nd Lieut. D.T. Mitchell, June 6th to Duncan Field, Capt. R.E. O'Neill, passenger; June 10th to Mineral Wells, Texas; June 14th to Mineral Wells; June 21st on extended cross-country flight to Mitchel Field.

The latest trophy copped by the Balloon Company was the Fort Sill Enlisted Men's Individual Tennis Matches, won by Pvt. J.R. Varnell. After getting off to a poor start, dropping the first two sets 2-6, 2-6, he came back, winning 6-2, 6-4 and 7-5.

#### Mitchel Field, L.I., New York, July 9th.

Captain Howard Z. Bogert, Operations Officer, 99th Obs. Squadron, with Lieuts. Carr and Carlson, of the same organization, and Lieuts. Williamson and Creedon, 1st Observation Squadron, left Mitchel Field on May 27th for Fort Dupont, Del., to participate in the Annual Command Post Exercises of the Army War College. The flight was composed entirely of O-1G's. Their job was to fly the War College officers over the area involved in their "paper" war. This they did in a manner highly commendable and satisfactory to all concerned, and after a two weeks' perusal of the situation from aloft the boys headed for home, arriving at Mitchel Field June 11th, with 84 flying hours to their credit.

The 9th Observation Group loses 15 Reserve pilots with the arrival of July and the end of the fiscal year. Lieuts. Carlson, McLeod, Moulton, Orr and Mulligan will be leaving the 99th Squadron. Lieuts. Bond, Springer, Folmar and Hollidge say good-bye to the 5th, while from the 1st, Lieuts. Haynes and Williamson will retire to the hills of Tennessee and the river banks of Louisiana, respectively. Lieuts. Chapman, Waterman and Cassell will go back to their wives and kids, while Lieut. Black, well, he hesitate to predict his future.

Despite the repeated entreaties and warnings of the few remaining bachelor officers (who know better, no doubt) in the 1st Squadron, Lieut. Daniel I. Moler trotted off to the hill country of West Virginia, and at 10:00 a.m., Saturday, June 25th, took unto himself as co-pilot and life partner Miss E. Lane Mohler, of Engle, W. Va. The ceremony was performed in Hagerstown, Md. To a Reserve officer, who at these difficult times unhesitatingly adorns himself with the fetters of matrimonial bondage, we offer our most sincere congratulations and heartiest wishes for many more happy landings, despite the ever incumbent ball and chain.

Throughout the month of June, the 1st Observation Squadron was busily engaged in cooperative missions with the 62nd Coast Artillery, A.A., at Fort Tilden, L.I. Lieut. J.J. May, Air Reserve, was detailed as radio liaison officer at Fort Tilden, one-way radio communication between airplane and gun batteries being used. The work consisted of high altitude 3-inch gun and low alti-

tude machine gun firing. The last successful mission was accomplished on June 30th, and Lieut.-Col. Carpenter, in command at Fort Tilden, expressed his acclaim and approval of the excellent work done by the Air Corps.

Major Carlyle H. Wash arrived at Mitchel from the Tactical School; Captain John G. Colgan, now at the field, came from Lunken Airport, Cincinnati; Captain Edward W. Raley from Montgomery, Ala.; Capt. Leo F. Post from March Field; 1st Lieut. John S. Gullet from assignment and duty as student at the Graduate School of Business Administration, Harvard University; 2nd Lieut. Arthur J. Lehman from Panama; Lieuts. Draper F. Henry, Julius K. Lacey, Arthur F. Merewether from Chanute Field, Ill.

On July 4th, at 6:00 a.m., at the Polyclinic Hospital, New York City, a son was born to Captain and Mrs. Frederick W. Evans. The son will be named Frederick W. Evans, Jr.

#### 111th Obs. Squadron, Texas National Guard, Houston, June 14th.

For the past six weeks the Squadron has been engaged in its annual pistol practice; 19 officers and 37 enlisted men firing their record, and 12 officers and 33 enlisted men qualifying. One officer and nine enlisted men fired their preliminary and are now ready for record firing. Twenty enlisted men fired part of their preliminary. Four officers and 31 enlisted have not fired their preliminary as yet.

On May 28th, a five-ship formation took off for Austin, the State capital, to attend the Austin Airport opening and celebration. Five Douglas O-38's made the flight, led by Major Blackburn, the pilots being 1st Lieuts. Earle T. Showalter, Burton L. Austin, 2nd Lieuts. Charles H. Jost, Robert L. Haldane, and the observers Capt. J.O. Edge, 2nd Lts. Benj. Schnapp, R.L. Wisheart, Henry L. Borden and Sgt. J.R. Wilson. The return flight was made the next day.

The Squadron officers and their ladies enjoyed a dinner dance at Houston Yacht Club, May 22nd, going by motor car. Preliminary to the dinner, motorboat trips were made over the waters of Galveston Bay. These outings are a regular monthly function. The previous one was held on Galveston's west beach, where to the rhythm of the pounding surf, music, dancing, swimming and a picnic lunch were enjoyed.

On Sunday, June 11th, 1st Lieut. Alex Greig, Operations Officer, was presented with a dozen silver goblets. Rather it should be said Lieut. and Mrs. Greig were the recipients, Lieut. Greig having taken unto himself a bride.

Capt. Fred S. Willbur qualified as unit gas officer, having taken the Corps Area correspondence course in chemical warfare, and is now rated as competent to serve either as battalion or regimental chemical warfare officer.

#### San Antonio Air Depot, Duncan Field, Texas, June 15th.

The Engineering Department of the Depot overhauled during May 33 planes and 54 engines, and repaired 16 planes and 47 engines, viz: Planes - overhauled - 1 A-3, 1 A-3A, 1 LB-7, 3 O-2H, 4 O-19B, 1 P-1C, 2 P-1F, 9 Bt-2B, 7 PT-3, 3 PT-3A, 1 C-1C; engines, 12 V-1150, 12 R-790, 19 R-1340, 6 R-975, 2 R-1750, 3 R-1690, Planes, repaired - 2 A-3B, 1 LB-7, 2 O-19C, 1 O-19E, 1 O-29A, 2 O-38, 2 P-12B, 1 BT-1, 2 BT-2B, 2 C-9; Engines, 16 V-1650, 17 V-1150, 2 R-790, 2 R-1340, 10 R-1750.

The Duncan Field Gun Club again swung into action on the afternoon of June 10th, on its own home skeet grounds. E.L. Lyman, visiting shooter, of San Antonio, smashed 44 out of 50 birds to lead the field.

Sgt. John H. Price, 67th Service Sqdn., Randolph Field, was placed on detached service here, June 7th, for duty as transport pilot in the Depot's recently established system of delivery of supplies by air to stations in this control area.

Capt. Edward R. Stapley, Air Reserve, of Stillwater, Okla., began 14 days' active duty training at this Depot, June 12th. He is Associate Professor of Civil Engineering in the Okla. Agricultural and Mechanical College at Stillwater. This is his third tour of active duty here, and we are glad to have him with us again.

Messrs. R.L. Collins and G.R. Johnson, Field Service Section, Materiel Division, Wright Field, who brought down to Kelly Field an E-12, 1200-gallon, 16-ton service truck from Wright Field, visited here June 13 and 14, conferring on various supply matters. They reported a very good trip overland with their monster truck.

Major J.H. Pirie, of the Office Chief of the Air Corps, who landed June 11th at Randolph Field, ferrying one of the new P-26 Douglas amphibians from the west coast to Washington, accompanied by 3 enlisted men, paid a visit here on the 13th for some minor repairs to his plane, continuing on his journey the next day. Maj. Pirie, in command of this Depot some years ago, was busy greeting old friends.

Out of town Air Corps officers visiting here for the regular monthly Air Corps supply and engineering conference and luncheon, June 7th, were Capt. S.J. Idzorek and Lieut. J.J. O'Connell from Fort Crockett and Capt. R.E. O'Neill and Lieut. D.T. Mitchell from Fort Sill.

Captains J.P. Temple and H.L. Clark, of Barksdale Field, Shreveport, La., were visitors at the Depot June 10th, on cross-country in an O-19B.

Lieut. Lucas V. Beau, Jr., Instructor with the 45th Division Aviation, Colo-

rado National Guard, Denver, brought in an O2-H for overhaul on June 2nd, and returning June 4th, also in an O-2H.

Capt. Ralph B. Walker reported for duty June 15th, following leave of absence in California at the conclusion of his tour of duty in Hawaii. Captain Walker, formerly on duty at Kelly Field, is no stranger in this vicinity, and he, Mrs. Walker and their son, Paul K, are warmly welcomed in our midst.

#### San Antonio Air Depot, Duncan Field, Texas, June 30th.

On June 28th, this Depot had the pleasure of an all too brief visit from Major-General B.D. Foullois, Chief of the Air Corps, and Major W.G. Kilner, of the office of the Assistant Secretary of War, on their recent trip to San Antonio to attend the graduation ceremonies of the Primary Flying School, Randolph Field, and the Advanced Flying School, Kelly Field.

Major P.E. Van Nostrand, Executive of the Air Corps Tactical School, Maxwell Field, Ala., while on a recent visit to Kelly Field, called informally on Lieut.-Col. Fisher, our Commanding Officer, on June 18th.

Captain Robert V. Ignico, who just completed the course at the Army Industrial College, Washington, was assigned to this Depot and reported June 29th. He was formerly on duty here and was given his old job as Depot Supply Officer. Capt. Ignico's family will join him here later. The Depot cordially welcomes them back.

Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the Colorado National Guard, Denver, was a visitor June 21-24, securing and ferrying back to his station an O-2H plane overhauled by the Depot.

Lieut. C.E. Thomas, Jr., took off June 26th in a BT-2B for an extended navigation training flight to Atlanta, Ga., and return.

Mr. Edward E. Reynolds, Technical Assistant of the Field Service Section, Materiel Division, Wright Field, visited here June 28-29 on temporary duty in connection with the new plan of issue of Air Corps supplies by Depots to National Guard organizations.

An interesting golf tournament was just completed on the course of the Air Corps Golf Association at Duncan Field, consisting of the Duncan Field Officers' Club Handicap Tournament and the Duncan Field Athletic Club Handicap Tournament. In each tournament, preliminaries were followed by match plays, low net in the preliminaries winning six golf balls, and the prize for Match play being a handsome silver goblet, engraved with the name of the winner. In the Officers' Club Tournament, the preliminaries were won by Mrs. Lois Redman, and the winner of the match play was Captain Edgar E. Glenn. In the Athletic Club Tournament, Mr. Wm. R. Hutchison was victor in both the preliminaries and the matches.

#### Albrook Field, Panama, July 1st.

Lack of men coupled with the advent of the rainy season tended to slow up the work at Albrook Field. However, improvement is noticeable and by the end of another month still greater improvement will undoubtedly be observed. It is hoped the present personnel will soon be augmented by another Squadron and, if such should be the case, material progress will be shown in the next 3 months.

The Post telephone service finally passed its "makeshift" stage. Old field phones were removed and permanent desk instruments installed throughout. This was made possible through the completion of a modern switchboard in the exchange.

Although lodged in temporary quarters, the Post Exchange broadened its activities considerably. A restaurant recently opened is housed in the same building with the Post Exchange. Contracts were made with foreign concerns and a Foreign Order Department is now in operation. Bids for a tailor shop are now being submitted and it is expected to open it in the very near future.

The enlisted personnel was strengthened by 20 previous service men who recently arrived. This precluded the necessity of carrying out plans previously made to transfer 20 experienced men from France Field and replace them with available recruits.

June 11th marked the first activities of the new Officers' Club, when a dinner and dance, sponsored by Mrs. Earl W. Barnes and Mrs. C.E. O'Connor, were given at the Union Club. On June 15th, Lieut. and Mrs. Barnes entertained the members of the Club at a card party.

#### Selfridge Field, Mt. Clemens, Mich., June 22nd.

Flying activities for the past week were mainly in preparation for the Military Tournament in Chicago, June 24th to July 5th. General Frank Parker, the Corps Area Commander, made an informal visit at the field June 15th and witnessed a rehearsal of the demonstration scheduled for Chicago.

The transfer of the 36th Squadron to Langley Field and the shifting of a number of officers in that command to squadrons remaining at the field necessitated a revision of element and flight leaders in some cases. Most of the rough spots have been ironed out and hopes are entertained that the demonstration in Chicago will be worthy of the best traditions of the Group.

An unfortunate and unusual accident occurred at Selfridge Field on June 17. Private N.E. Garlich, 27th Squadron, was on a fatigue detail filling up chuck holes on the flying field during the morning. A squadron of airplanes landed near where he was working and one of the planes, a P-16, piloted by Lieut. Bolen, rolled into Garlich at a speed of over 50 miles an hour. Garlich had evidently not seen or heard the approach of the planes and was working when struck. His injuries, though serious, are not showing complications, and he is expected to recover. He suffered five broken ribs, a broken shoulder and crushed vertebrae. Fortunately, the spinal cord was uninjured.

On June 18th, at Brantford, Ontario, Canada, occurred the wedding of Lieut. Flint Garrison, Air Corps, and Miss Isabelle Watson, daughter of Mr. and Mrs. E.B. Watson, of Brantford. The marriage was solemnized in the Anglican Church at 3:00 o'clock in the afternoon. Immediately following the reception, Lieut. Garrison and his bride left for Toronto and New York City on their honeymoon.

#### 40th Division Aviation, Los Angeles, Calif., July 5th.

On June 12th, the 115th Observation Squadron took part in joint maneuvers with the 20th Brigade. This field problem was worked out well in advance, and in detail, resulting in excellent training and good results for both the Air Corps and Infantry. Brigade and regimental command posts functioned under actual field conditions. Wire telephone connected all command posts; radio was also used between commands, and communication was established and carried on between the ground and planes via panels, dropped messages and radio. Troops advanced by waves through various areas, enemy movements being simulated. Front lines were marked by panels at various stages of the advance, and the positions radioed down to H.Q. by plane. Artillery, both enemy and supporting, was simulated, moved and silenced. The field problem was carried out in the low hills near Culver City, just outside of the residential district of Los Angeles, using a nearby airport for messenger and liaison planes. The 40th Division Aviation furnished planes and personnel for messenger, photographic, liaison, command, communications (radio) and observation patrol. The problem was carried out between 10:00 a.m. and 1:00 p.m.

Lieut. Claiborne recently completed a cross-country training trip to Crissy Field, San Francisco, and return.

This Squadron welcomes two new officers - 2nd Lieuts. O.D. McKenzie from the Q.M. Reserve and Charles Haas from the Ohio National Guard. The former was overseas with the Signal Corps, is 32 years old; married; residence Glendale, Calif.; graduate of Mississippi A. & M.; occupation, airplane salesman with the Curtis-Wright Corp., and holds private pilot's license. Lieut. Haas graduated from Kelly Field in October, 1928, is 26 years old; married, residence in Los Angeles; formerly flew the National Air Transport Line between Cleveland and New York; graduated from University of California; occupation, finance business.

On June 26th, this Squadron carried on usual Sunday drill operations, including radio communication, puff target and gunnery; also flew a six-plane review formation for Mayor and Mrs. John A. Porter of Los Angeles, who were later entertained at the Officers' Mess at luncheon.

On June 28th, a four-plane, blank file funeral formation was put on during services for Roy Wilson, commercial stunt flyer, killed in a plane crash on June 25th at Dry Lake.

Final drill before field service will be held Saturday evening, July 9th, at which time the enlisted personnel, with baggage, will be entrained for Camp San Luis Obispo, arriving there the next morning. Advance detail under Lt. Harry Gilmore will proceed to camp on July 7th. Lt. McKenzie will command the rail transport of personnel. Officers will proceed by air Sunday morning, July 10th. The unit will return home Sunday, July 25th.

#### 18th Pursuit Group, Wheeler Field, T.H., June 17th.

The month of May afforded this Group the opportunity of testing its ability to move out from the home airdrome and operate in the field under such conditions as arise in time of stress. On May 25th, at 3:00 a.m., the Squadron Commanders were ordered to move their entire command to an outlying field, prepared to stay from two to ten days.

The first echelon, including planes and pilots fully equipped, took off at daybreak and proceeded, under radio control, to Haleiwa Field, where they were inspected by the Group Commander. They returned to Wheeler Field, fully confident that they could operate on short notice. The second echelon, consisting of the command and supplies, was ready to leave shortly after daybreak.

The long awaited new Quartermaster furniture arrived and was delivered. It is of a very attractive design and has an appropriate setting in these lovely quarters.

The bachelor officers' quarters were opened May 20th with much pomp and ceremony. Each officer was assigned to a separate set of quarters consisting of two rooms and bath. The furniture for the main club rooms has not as yet arrived, but the mess opened on June 1st.



38<sup>TH</sup> DIV. AVIATION  
IND. N. G. STOUT FIELD.  
INDIANAPOLIS, IND.

The Squadron celebrated the 4th of July at Evansville, Indiana, dedicating the new bridge over the Ohio river. Five of our planes went down in formation with three from our neighboring Squadron from Ohio, and one from Fort Benjamin Harrison (Schoen Field). Schoen also sent down a separate formation of four ships.

Our new short wave radio station WQJKG, authorized to be installed on our field is now in operation, so give us a buzz, as we shall be glad to swap dots and dashes to anyone in the Air Corps.

We are glad to announce two additional officers to the Squadron, Lieut Edward W. Maschmeyer, recently on duty at Selfridge Field, and Fred W. Sommer ORC, from Schoen field.

Lieuts W. B. Morgan and E. L. Stephenson, have just completed examinations for pilots rating- We congratulate them.

Captain Thomas S. Voss, flew up from Randolph Field for a brief visit, stopping off while on an extended cross country trip. While here Captain Voss was presented with a commission as honorary Colonel of the Squadron. The presentation was made by Major Taylor, Commanding Officer, during officers meeting on last drill night. The Squadron also made Ollie A. Davis, State Adjutant General of the American Legion an honorary Colonel. We are glad to extend to these gentlemen the courtesy of their new rank.

On Tuesday, July 6th, Colonel Ollie Davis officially installed the officers of our Aviation Post 171, of the American Legion.

Colonel H. Kress Muhlenberg, Air Officer, Fifth Corps Area, will be our inspecting officer at camp this year and we are looking forward to renewing our friendship with him.

Scott Field, Ill., June 22nd.

The Signal Corps pigeon loft at Scott Field placed again in a 400-mile race from Texarkana, Ark. The race was held by the St. Louis Championship Club, June 18th. In all, 95 birds were entered, 85 of these belonging to clubs and fanciers in St. Louis, and the balance coming from Scott Field. The latter group were therefore under a handicap as to a greater distance to be covered. Furthermore, the smaller group "dragged" along with the larger one and only branched out to its home loft after reaching St. Louis. In spite of these handicaps, Scott Field finished fifth in a field of ten. The birds took off at daybreak of the 18th and flew until late afternoon. The wind started out as a favorable southwest breeze but shortly shifted to a brisk headwind. The maximum speed attained by the winner was slightly over 1075 yards per minute, for a period of about 10½ hours.



The 4th Observation Squadron celebrated their victory in the Inter-Squadron League with a chicken dinner on May 5th. Lieut. D.D. FitzGerald, Squadron Commander, and Lieut. S.A. Ofsthun, baseball coach, were the speakers at the celebra-

tion. Plenty of credit should be given Lieut. Ofsthun and his team for the wonderful fight they put up during the series. No further proof is necessary of the skill of both coach and players than the fact that we have nine men playing on the Post Team, four of whom - Miller, Howell, Hutton and Babain - are holding permanent positions, and the other five - Lieut. Ofsthun, Staup, Sadler, Moss and Hoffman - are very reliable re-

erves. The playing of "Heinie" Miller is causing a sensation at Luke Field. Who said he is getting old? Did you hear what the "Subs" call him - "Spudy Texas Leaguer."

-----  
The Wheeler Field baseball team has come back with a bang. After dropping two of the first three games by one or two runs, the team hit its stride and won the next five games played, giving a nice percentage of .750. One of these games provided many thrills, going 14 innings before the winning run was made. The team has its eye on the Schofield pennant and is out to get it.

-----  
The 76th Service Squadron, Rockwell Field, boasts of two baseball teams, namely, the "Rinkydinks" and the "Allstars," which have furnished some interesting exhibitions, closely approaching the interest of league games.

-----  
The Chamute Field baseball team challenged Selfridge Field to a game. Undaunted by the fact that a Post team had not yet been organized at Selfridge, the Athletic Officer here wired a defiant answer. Capt. Ennis C. Whitehead, Commanding Officer of the 36th Squadron at Selfridge, agreed to take over the job of organizing a good representative team from among the various squadron teams. The resulting success of the Selfridge team against Chamute is testimony of Captain Whitehead's canny ability as a baseball manager. The game was played at Selfridge on June 11th. It ended in the tenth inning, 2 to 1, favor of Selfridge. Baseball fans had a treat and the box score proves it. Selfridge made 2 runs, 4 hits, 1 error, and Chamute 1 run, 4 hits, 1 error. As Chaplain McNally said: "That is good baseball." Batteries for the game - Hagemeyer - Soderstrom for Selfridge and Riverd. - Leary for Chamute.

The Chamute Field team returned home bloody but entirely unbowed. The Selfridge team will undoubtedly challenge them to a return game soon, and a good battle it should be.

The sports writers who made predictions on the outcome of the Post League baseball season at Selfridge Field have retired in gloom and dismay. The 27th Squadron is in the lead with 3 wins and one loss; 94th follows with two victories and one defeat; 57th with one victory and two defeats, and 17th with one victory and three defeats. The 17th Pursuiters, favored in the betting, now stands in lowest place. However, as we go to press, they have just licked the 94th again, so the above standings are by no means permanent. Four games have yet to be played in the league, and the dopesters are staying in the background with puzzled looks on their faces.

At the completion of the Post League season, Captain Whitehead will take definite charge of the Post Team, to be organized from players of the several squadrons, and outsiders will be played. The game with Chamute indicates the brand of baseball that will be played.

-----  
Once again the San Antonio Air Depot baseball crew is coming to the front with a whiz of a team in local amateur sports. The present aggregation has hopes of following in the footsteps of the 1928 Depot Airmen, who won the city championship by defeating the Public Service Utilities in one of the fastest and best series ever played locally. Only a few mainstays of the 1928 champs remain with the Airmen, among them being "Lefty" Alexander and Eddie McCarty, pitchers; Julius Glau, outfielder, and "Big Ben" Ralls, infielder. This bunch of veterans, with the aid of a number of local stars, are well on their way toward demonstrating their power. At present the Duncan Field nine is leading the Sunday Morning League, having completed the first half of the series with seven victories and no defeats. The next game, starting the second half of the series, was scheduled to start June 19th.

Under the shrewd leadership of Charles H. "Dink" Leipart, the Depot team expects to keep up its good work in the Sunday Morning League to grab the flag. Leipart is well remembered as one of the leading catchers who played semi-pro ball with the leading teams of the city several years ago. He is ably assisted behind the bat with Entzenberger and Eddie McCarty, both the latter alternating at the pitching job also. Alexander, Garrett and Jones are the other twirlers

who have been setting the opposition down.

The infield stacks up well in handling the hard and hot ones. Clifford Fikes is doing first base duty, while "Red" Ralls, the old fire-cracker, is taking over the second bag job, with Ed Hill, former Brackenridge High School star, shifted to right field. Ray Dixon, Harlandale High School coach, and last year's shortstop for the Fraternal Order of Eagles champs, is guardian of the hot corner. His brother, Roy Dixon, former Mo-Pac and Charlotte star, is covering the shortfield territory. This well-balanced crew is backed up by a hustling bunch of youngsters, consisting of Ed Hill, right field; Howard Fikes, the sensational ball-hawk, in center, and Alfred Casillas in the other garden. Casillas, who is also a nifty first baseman, will no doubt work at the sack at times. Joe Mendiola is utility infielder, while Julius Glau is Manager Leipart's right-hand man, doing the coaching and pinch hitting duties.

The Airmen have the fine support of Lieut.-Colonel Fisher, Commanding Officer of the Depot, and it is through his interest that they have come out of their four-year layoff to do battle again for the championship honors.

-----

In a hard-fought, well played game, the San Antonio Air Depot nine, leaders of the Sunday Morning League in San Antonio, defeated the Kelly Field Post team on the Depot's diamond on the afternoon of June 17th, score 5 to 4. Good work on the part of both pitchers featured the game.

The Depot team nosed out the strong 23rd Infantry nine, 7 to 6, on the afternoon of June 21st. The Infantrymen got 9 hits and the Depot 10, but the latter's four run lead in the first inning was too much for the Doughboys.

-----

The Langley Field Flyers, with Lieut. I.D. Snyder, Air Corps Reserve, at the helm, have been enjoying another successful baseball season, running up 11 victories as compared with 3 defeats, for the excellent percentage of .786, in games played to include June 18th.

Langley Field opened the season on May 21st with the Newport News Apprentice School as the opposition. The result was a sweeping 15 to 0 victory for the air-minded boys over the students. Following in rapid order, the Flyers brushed aside the Gobs of the U.S.S. MISSISSIPPI; the Newport News City nine; the baseball club of Fox Hill, and the powerful Leathernecks of the Quantico Marines, for five consecutive wins. On May 31st, Langley dropped its first encounter, an eleven to nine verdict to these same Marines. A summary of all games played and results of same are listed below, viz:

May 21st, Langley Field, 15; Apprentice School, 0 -- May 22nd, Langley 6, U.S.S. Mississippi 5 -- May 28th, Langley 3, Newport News Club 2 -- May 29th, Langley 21, Fox Hill 3 -- May 30th, Langley 5, Quantico Marines 1 -- May 31st, Langley 9, Quantico Marines 11 (13 innings) -- June 1st, Langley 11, U.S.S. IDAHO 9 -- June 4th, Langley 3, Federal Prison (Ft. Eustis) 4 -- June 5th, Langley 10, Fox Hill 3 -- June 7th, Langley 14, Quantico Marines 1 -- June 8th, Langley 2, Quantico Marines 11 -- June 11th, Langley 10, Franks Athletic Club 0 -- June 16th, Langley 4, Norfolk Police 3 -- June 18th, Langley 11, Edgewood Arsenal, Md. 1. Thirteen more contests have already been booked at the time of this writing. Among them are included the baseball aggregation of Port Norfolk Athletic Club, U.S.S. IDAHO, Franks Athletic Club, Norfolk Police, Newport News, U.S.S. MISSISSIPPI, Apprentice School, and a six-game series with the Caissons of Fortress Monroe for the baseball laurels of Section IV of the 3rd Corps Area.

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#### Kelly Field, San Antonio, Texas, June 13th.

Since the lid has been lifted and extended cross-country flights authorized, the Operations Office has been swamped with requests. The following-named officers applied for navigation training flights: Major Ocker, Washington and New York; Lieut. Percy, Columbia, S.C.; Lieut. Rhudy, Galax, Va.; Lt. Gaffney, Boston, Mass.; Lieut. Anderson, Salt Lake City; Lieut. Robinson, Seattle, Wash.; Lieut. Joseph Smith, Washington and New York; Lieut. Ferrin, Detroit, Mich.; Lt. Boyd, Asheville, N.C.; Lieut. Higgins, Framingham, Mass.; Lieut. Pennington, Nashville, Tenn.; Capt. Voss, Indianapolis, Ind.; Lieut. Ferris, Rockwell Field; and Lieut. Haney, Dayton, Ohio.

War Department orders were just received, transferring 1st Lieut. John S. Griffith to Kelly Field, to report not later than June 30th.

Lieut. F.I. Patrick will soon depart for his new station, the Air Corps Tactical School at Maxwell Field, Ala. The greater part of Lieut. Patrick's commissioned service has been at Kelly Field, and his departure has been cause for many gay farewell parties.

Capt. C.W. Ford left on two months' leave of absence to visit friends and relatives in Malvern, Pa.

Staff Sgt. Jeff Mills, Q.M. Detachment, was transferred to Ft. H.G. Wright, Staff Sgt. V.L. Gard, Master Sgt. A. Killgore, Tech. Sgt. C. Hoffman, Mess Sgt. E.R. Johnson, and Pvt. M.O. Whittenberg, all of the 41st School Squadron, returned from furloughs. -- Privates E.Z. Johnson and J.C. Epple are spending a 30 days' furlough in Oklahoma.



Kelly Field, San Antonio, Texas, June 25th.

A new class will begin training at the Advanced Flying School on July 5th, after having completed primary training at Randolph Field. The class will consist of one officer of the Guatemalan Army, 45 officers of the Regular Army, 58 flying cadets, 5 enlisted men, and 2 Chinese civilians who will take the Observers' course.

The 40th School Squadron observed its annual Organization Day at Boerne, Texas, on June 18th.

Sgt. Velliquette and Corp. Johnson, 40th School Sqdn., returned from furloughs. -- Pvt. Woody B. Dennis, 40th School Sqdn., is on a 10-day emergency furlough at his home in Gonzales, Texas, necessitated by death of his sister. -- Lieut. E.H. Lawson left for Fremont, Minnesota, on a navigation training flight in a P-1 plane, June 24th. -- Col. Humphries, Chief of Staff, Cavalry Div., Fort Bliss, Texas, was a visitor June 16th. -- Lt. Watson and Major Van Nostrand arrived from Maxwell Field in an O-25, June 17th, returning on the 19th. -- Lt. Mills, leading a flight of five Navy land planes, arrived June 24th from San Diego, Calif., and departed for Pensacola, Fla., the same day. -- Lt.-Commander Browning, USN, arrived in an amphibian plane from Pensacola, Fla., June 25th, and left for San Diego the next day. -- Lieut. A.F. Shea left for Syracuse, N.Y. on a navigation training flight in a P-1 airplane on June 24th.

Langley Field, Va., June 21st.

8th Pursuit Group: Major B.Q. Jones was designated as Commanding Officer of the 8th Pursuit Group and has taken over the duties in this capacity.

The Group welcomes three new Air Corps officers. Captain Marion L. Elliott, who comes to us from the 2nd Bombardment Group, was designated as Group Operations Officer. Second Lieuts. Archibald J. Hanna and Richard A. Grussendorf recently returned from a tour of foreign service in the Hawaiian Department.

Congratulations are in order - 1st Lieut. George F. Schulgen recently took the fatal plunge into the sacred vows of matrimony. The Group joins in wishing him and his "better half" all the luck in the world.

The Group entertained the Graduation Class of Artillery officers of Fort Monroe, Va., with a talk on Pursuit tactics by Captain Harold H. George. Other events included a discussion on Armament by 2nd Lt. John E. Bodle, and a small aerial exhibition staged by 1st Lieuts. L.E. Hunting and George F. Schulgen.

Major B.Q. Jones has inaugurated a school committee system by which the Group is divided into contingents to report on various phases of military procedure in the Air Corps. This should prove extremely educational to new officers in order to acquaint them with the inside of a great organization.

With all the track and field stars of Langley Field participating in the annual Inter-Squadron Meet held recently on the Athletic Field, the 8th Pursuit Group Headquarters, with a total of 45 points, captured Post honors, with Pvt. A.L. Scott, diminutive middle-distant runner featuring. The 20th and 96th Bomb Squadrons followed in close order with 34 and 32 points, respectively.

Appropriate trophies for first and second places in the meet and individual medals for 1st, 2nd and 3rd places of each event will be awarded by Colonel R.C. Kirtland, Commanding Officer of Langley Field, at a later date.

2nd Bombardment Group: The entire personnel of the Group are now settled in their new barracks, after a few extra hours' work by them. The old adage - "efforts will be rewarded," was certainly very much in evidence here, for these new "triple deckers" are a real treat for sore eyes.

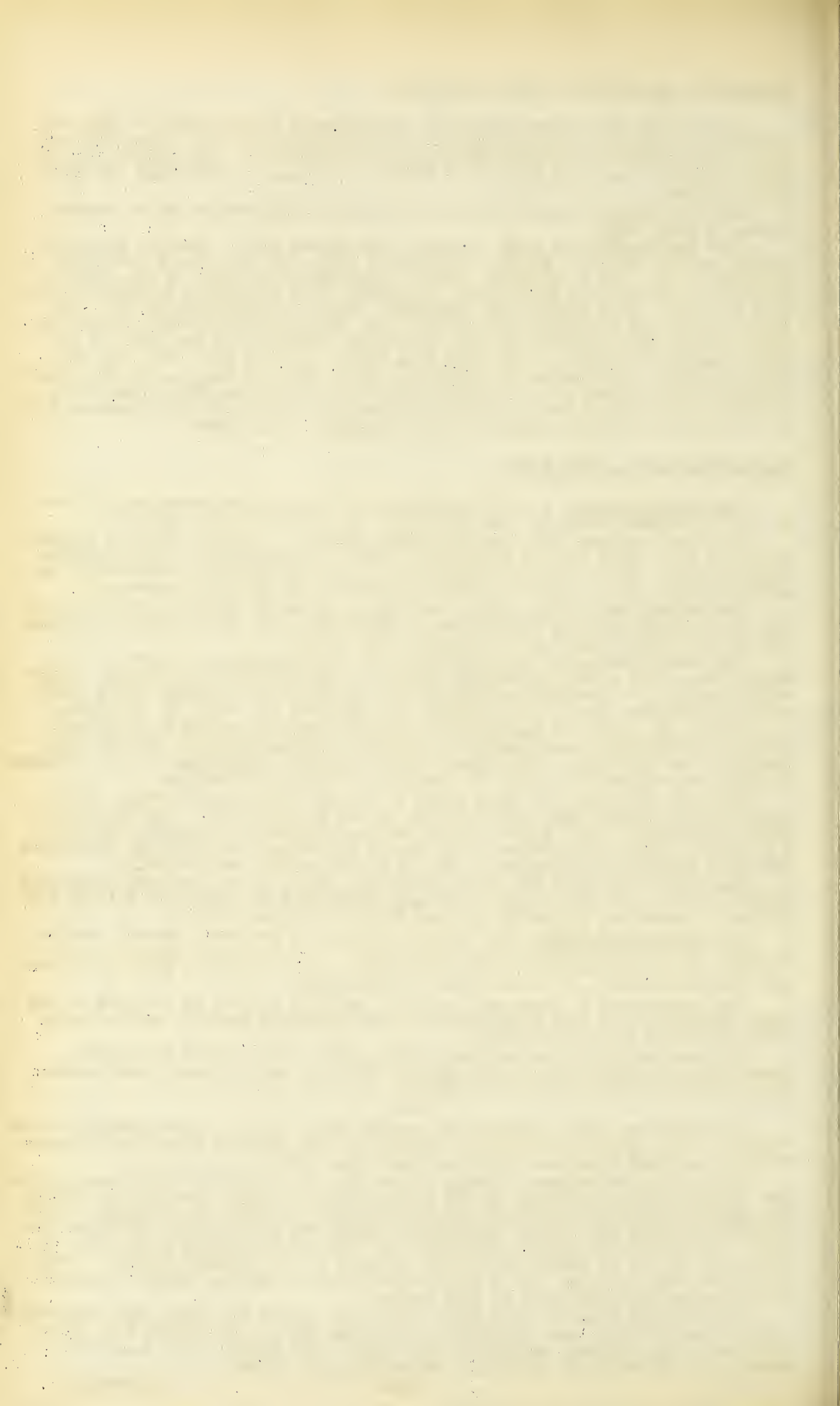
The Group moved to their new hangars. Untiring efforts on the part of the Group personnel, who were handicapped by very inclement weather, really accomplished the job in good fashion.

Eighteen officers from Selfridge Field, Mich., were guests of the 8th Pursuit Group recently for a short visit. Many old acquaintances were renewed. There officers ferried P-12's to this Group.

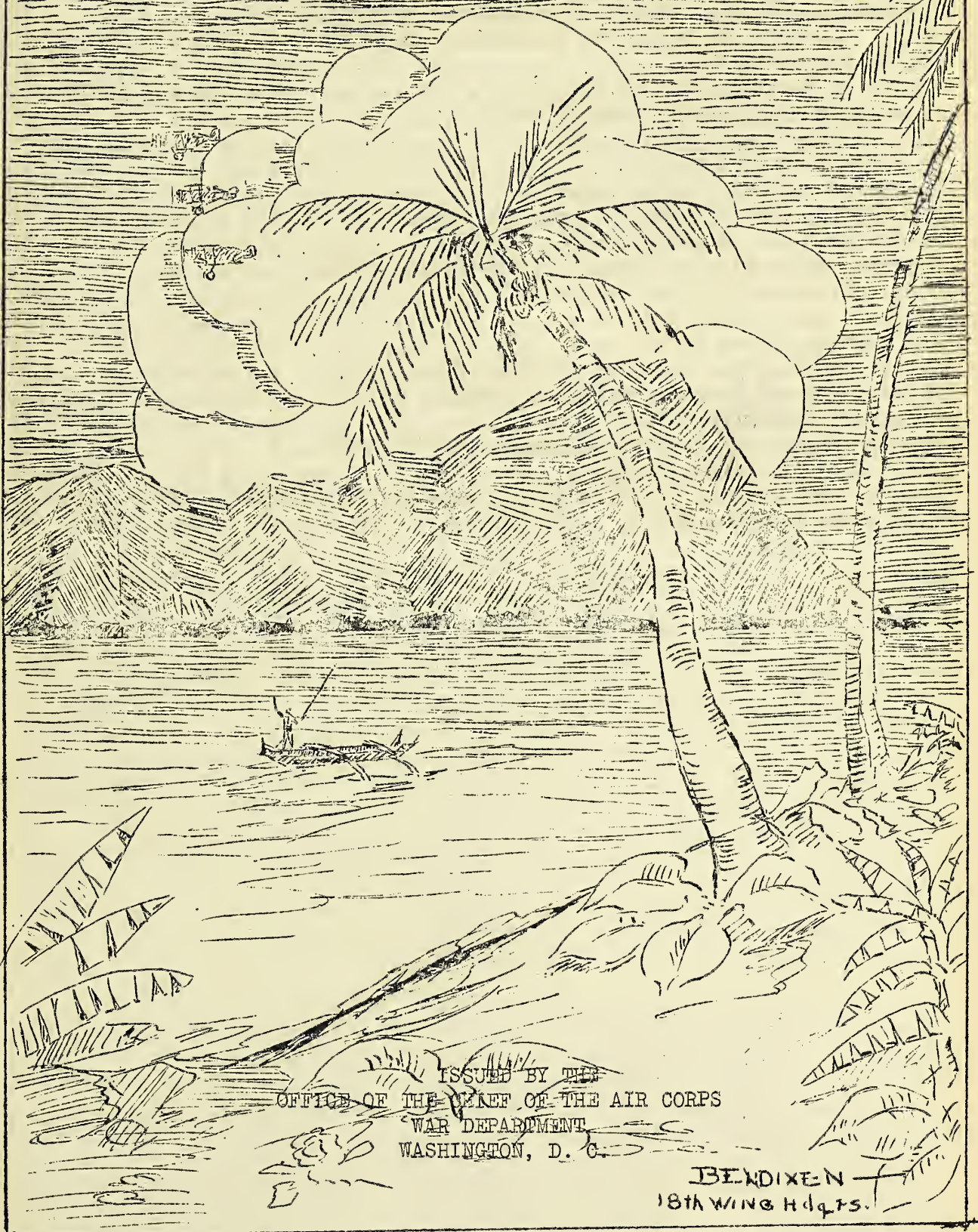
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The track and field aspirants of Langley Field easily proved superior to the "cream" of the Caissons of Fortress Monroe, as they captured 12 of the 17 events in the Inter-Post Track and Field Meet held June 15th.

Lieut. R.C. Hutchinson, captain of the Airmen's track and field team, was by far the outstanding performer of the evening, taking first place in five events, and placing second in two events and third in one, to place in all eight events entered. Private A.L. Scott, 8th Pursuit Group, was next in line for track honors, as he bested the Monroe half-milers and two-milers without a struggle, to roll up 15 of the 92 points registered, against 48 for Fortress Monroe. Lieut. Hutchinson was presented with a silver loving cup for Langley Field, presented by the Recreation Department of Fort Monroe.

With the 8th Pursuit Group Hqrs. being made active June 25th, the following commissioned officers were recently added to the new Group: Captain C.H. Welch, 1st Lieut. J.C. Hodgson, 2nd Lieuts. H.W. Dorr, W.D. Eckert, C.F. Hegy, G.L. Mason, O.S. Picher, S.O. Ross, L.F. Turner and H.E. Wilson.



# NEWS LETTER U.S. AIR CORPS



ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

BENDIXEN  
18th WING Hdqrs.

Fort Shafter, T. H.

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Information Division  
Air Corps

August 12, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from the Fields.

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### THE EARLY DAYS OF THE AIR CORPS IN HAWAII

By the News Letter Correspondent

Here is a tale that should make old timers look back with a feeling of security:

Nine flying officers, one decrepit seaplane that none of them could fly and a ground officer in command! This sounds like a tale from Central America or Tonga or Timbuctu. But it isn't. It describes the 6th Aero Squadron as it existed on the beach at Fort Kamehameha in 1918. This was revealed when Mr. B.A. Moeller, now an official of the Standard Oil Co. in Hawaii, congratulated the 5th Composite Group on its 13th birthday and thereby revealed that he was the ground officer in command of that squadron when its equipment consisted of one seaplane that nobody there could fly.

Mr. Moeller went to the 6th Aero Squadron as Supply Officer in 1918. Describing the first inter-island flight, made in May or June, 1918, by Major Harold Clark, he related:

"The ship was a two-pontoon, single motored (I think with an OX5 motor), and the Major had her so loaded down with a sea anchor, a boat hook, spare spark plugs, tools, rope, food and other miscellaneous items, besides her maximum capacity fuel load, that with his weight and the weight of his crew chief, he was afraid he couldn't get her off the water if I added my weight to her. So I had the pleasure of being dumped on the wharf at Kamehameha and watching the start of this 'Famed' flight.

"As far as I know, this was the first inter-island flight undertaken and, not knowing exactly what might come up, it can be imagined that Major Clark took along everything in the way of tools, etc., that might be needed in emergency. The old ship was sure loaded down. However, they made good time to Maui, where the people gave them a royal time, it being remembered that this ship was the first to reach that point under its own power.

"I feel that the royal time on Maui was what caused the crash later over on Hawaii, because it was around three o'clock in the afternoon before the ship got away for Hawaii, and on reaching that island the weather was bad, being cloudy and foggy. As it was getting rather late in the evening, the Major started across country rather than following the coastline, and this is where his 'pilikid' came in. (Mistake, hard luck or what have you).

"We had no instruments in those days, and the Major was flying blind in the clouds and fog. The old ship was pretty well loaded down and he couldn't get her up very high, so you can imagine the fun he was having. He didn't know just where he was and up in the mountains at that, with darkness coming on and fuel running low. So he looked for a nice big tree and let her settle down. Well, it took four days for him and his crew chief to get out and find civilization."

As Supply Officer, Lieut. Moeller was responsible for the plane. His letter tells how he finally got through a "survey" and dropped the plane from the records. This left the squadron with one seaplane instead of two. But that was only the beginning of his troubles. For the letter goes on:

"During the latter part of July, 1918, the regular transport came in and without a word from anywhere a first lieutenant and eight second lieutenants dropped in with orders to report for duty to the squadron. Well, I was senior to the first lieutenant and retained command. These fellows, all fine youngsters, had received their flying training down in Texas, but that was about all they knew about the service.....Anyway, here were nine flying officers, none of whom had ever been up in a seaplane, and the squadron commander a 'ground officer' with about as much knowledge of flying as nothing.

"Finally we got up enough nerve, and one of the lieutenants, who was

somewhat older than the rest and who had some flying experience in civil life, took the old N-9 up and got the feel of her, after which he gave the others their instruction.

"We had one ship and nine men to do flying, so you can imagine how we petted that old tub to keep her going. Fifteen minutes each man each morning was the limit for flying. If they had crashed her they would have done their flying on blackboards and with books, so you can understand how they cared for her. One morning, when they thought I wasn't around, they took her over Pearl Harbor and I looked up just in time to see one of them loop her, something which was strictly forbidden. Because, being a seaplane, she was naturally clumsy, and we just could not take a chance on having a crash. You can imagine what Mister So-and-So got when he landed."

The letter goes on to tell about the removal to Luke Field and the arrival of better planes. It will form a valuable part of the files of the 5th Composite Group, now 13 years old.

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### MOSQUITO HUNTING IN HAWAII

Believe it or not, there are no mosquitoes to be found on the Island of Oahu - that is, not many. At least, such is the experience of those who recently conducted mosquito-hunting experiments in the Hawaiian Islands. The 18th Composite Wing, cooperating with the Territorial Board of Agriculture and Forestry, flew over 270 miles in pursuit of this insidious pest, without finding a single one!

The purpose of these experiments was to discover if the mosquitoes that breed in the swamps on the windward side of the Island follow the trade winds across the mountains to Honolulu. A special trap, consisting of a series of screens coated with a saturated solution of resin in castor oil, and so arranged that these screens could be exposed to the air individually, was mounted in the front gunner's cockpit of a Bomber.

Luke Field was assigned to conduct these experiments. Lieuts. Fred S. Stocks and Charles G. Williamson piloted the "Bugchaser" on this series of missions. These pilots reported that flying in chase of mosquitoes was very enjoyable, as for once in a lifetime the rules were suspended and that popular outdoor sport known as "hedge-hopping" was allowed.

In the 270 miles covered, which involved about six hours' flying time, it is estimated that approximately 1,425,600 cubic feet of air passed through the trap plates. Five separate flights were made - three by day and two at night. "Perhaps," adds the News Letter Correspondent, "the appearance of a six-ton Bomber, with its two 575 horsepower engines thundering, frightened the mosquitoes so badly that they disappeared back to the swamps. It is believed, however, that the experiment was successful in every respect. The data gained bears out the theory that mosquitoes do not fly to any considerable altitude above ground, and that by reason of lack of endurance cannot fly any great distance from their breeding grounds.

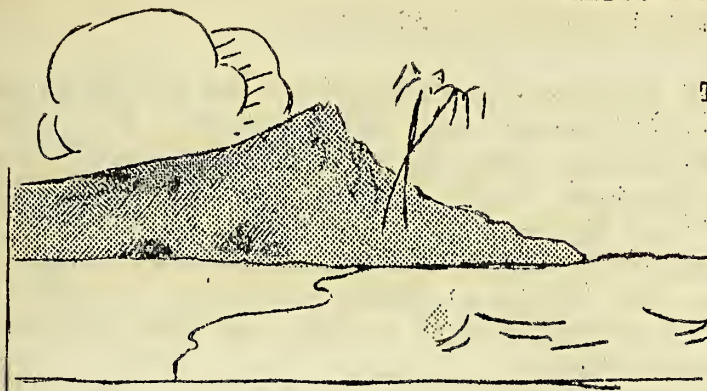
All of which points to the fact that the mosquito is purely a local problem and that he does not stray very far from home in his short but bothersome life."

---oOo---

### ENLISTED FLYERS IN HAWAII

Of the 27 enlisted men holding aeronautical ratings in the Army Air Corps, six are on duty in Hawaii, as follows: Master Sergeants Samuel J. Davis, John L. Waugh, Bernard Wallace, Arvin E. Miller, Chester F. Colby and Staff Sergeant Maurice M. Beach. Staff Sergeant Beach recently completed active duty as a Reserve Officer, serving 18 months at Fort Crockett after completing his advanced flying course at Kelly Field. Master Sergeant Miller holds a "Lighter-than-Air" pilot's rating. The six enlisted men have flown a total of 10,887 hours, or at an average of 1,814 hours each. Master Sergeant Colby, who has 14 years' service, is one of the oldest pilots in the Army. He has flown 4,021 hours, almost twice as many hours as the next highest, Master Sergeant Bernard Wallace, who has 2,171 hours to his credit.

ENLISTED MEN'S QUARTERS COMPLETED AT  
WHEELER FIELD



The progress of Air Corps construction on the Island of Oahu has been most satisfactory. Out on the Leilehua plains, the Wheeler Field construction for aviation has been going forward steadily.

The four Air Corps barracks to house the "Composite Group" at Wheeler Field were completed June 1, 1932. These barracks will house 600 men - two of them having a capacity of 100 men each and the remaining two having a capacity of 200 men each.

The plans for these buildings were developed in the construction division of the Department Quartermaster at Fort Shafter, T.H., and mark a departure in some respects from the type of barracks heretofore constructed by the War Department. The buildings are of reinforced concrete frame, floor and roof construction inclosed with hollow cement tile and finished in stucco. They are three stories in height, the smaller having a ground area of 75 x 92 feet, and the larger having a ground area of 75 x 181 feet. The motif of the design is Spanish. The stucco is a subdued tint of buff, and color contrast is secured by red tile roof, apple green trim and polychrome panels in the tower-like corners of the buildings. The structures are screened throughout. The flat concrete roof serves as a ceiling for the upper floor and is insulated against temperature changes. The roofs are of five ply built up felt and gravel. Oil burning heaters supply hot water throughout the buildings, and chilled drinking water is supplied on each floor.

The buildings are located north of the hangars and are separated from them by a wide driveway. They are accessible from all sides by similar driveways. Kitchen waste is evacuated from platforms adjacent to the side roads.

Kitchen equipment has been made complete in every detail. All shelving and racks are of galvanized steel. Kitchen tables are of monel metal. Mechanical dish washers have been provided, as well as mechanical refrigerators, oil burning ranges and portable food bins. The dining rooms adjacent to kitchens will be fitted up for modern cafeteria service.

The organization administrative offices, recreation rooms and large storerooms are located on the lower floors. Smaller storerooms with metal inclosures and shelving are located on the upper floors, where also are located the dormitories, toilet rooms, barber shops, tailor shops and writing rooms.

The labor for the work was supplied chiefly from Honolulu. Crushed sand, concrete tile, cement pipe and prepared stucco were furnished locally. No delay was experienced in carrying out the work, the contractor completing same three months before the expiration of his contract time. The contract included not only the buildings, but the adjacent roadways, concrete walks, drains, sewer, water and electric services. The character of the work was satisfactory in every detail, and credit is due the contractor for this accomplishment.

Acid color stain was adopted for the floors of the recreation rooms and for securing certain exterior color effect in the concrete.

---oOo---

Of late, Lieut. Deerwester, Squadron and Post Engineering Officer, 80th Service Squadron, Mather Field, Calif., has been conducting some interesting experiments. It seems that several pilots on the field complained of gas fumes in the cockpits of the P-12E airplanes. In order to determine the nature of these fumes and the amount of danger undergone by a pilot, Lieut. Deerwester has been flying around with guinea pigs placed in various parts of the airplane. For the benefit of pilots at other fields, he wishes to state that he does not carry guinea pigs as mascots; he carried them for experimental purposes only. The guinea pigs after each flight were turned over to the medical authorities for examination.

Lieut. Deerwester has also tried his hand at sky writing. Ordinarily "Heinie" smokes a muchly advertised brand of cigarettes, but on the day in question he was smoking candles. While doing some airdrome flying, one of the smoke candles in the head-rest compartment of a P-12E ignited. No damage was done to the ship.

STUDENTS GRADUATE FROM PRIMARY FLYING SCHOOL



NEW CLASS of 111 students reported for training at the Air Corps Advanced Flying School on July 1st and began flying on July 6th. The new class consists of one officer from the Guatemalan Army; 45 second lieutenants, members of the June, 1931, graduating class of the U.S. Military Academy, West Point, N.Y.; 58 Flying Cadets (including 7 holdovers from the previous class); 5 Air Corps noncommissioned officers training in grade, and two Chinese students who are taking a special observers' course.

The students who graduated from Randolph Field in June and were transferred to Kelly Field are listed below, as follows:

Second Lieutenants

Charles T. Arnett	Robert E.L. Easton	Paul G. Miller
Milton W. Arnold	John A. Feagin	Henry K. Mooney
Royden E. Beebe, Jr.	Robert F. Fulton	Ernest Moore
William J. Bell	John C. Gordon	David N. Motherwell
Gordon A. Blake	Russell H. Griffith	Hilbert F. Muentzer
Wendell W. Bowman	Louis A. Guenther	John R. Skeldon
Daniel F. Callahan, Jr.	George F. Hartman	Jacob E. Smart
Carl W. Carlmark	John T. Helms	Dean C. Strother
Gunnard W. Carlson	Earle W. Hockenberry	Robert A. Stunkard
Joseph F. Carroll	David W. Hutchison	Edward J. Timberlake, Jr.
James B. Corbett	Arthur R. Kerwin, Jr.	Gerald E. Williams
Carl F. Damberg	Lester L. Kunish	Hoyt D. Williams
Charles F. Densford	Robert M. Lee	Richard H. Wise
Charles B. Dougher	Raymond T. Lester	Donald N. Yates
Marcellus Duffy	A. J. McVea	Millard C. Young

Flying Cadets

William W. Amorous	James W. Furlow	Russell I. Oppenheim
William T. Bogen	Edward H. Gavin	Bruce C. Pettigrew
Joseph D. Caldara	John Gebelin, Jr.	Everett C. Plummer
Clayton B. Claasen	Laurel J. Gephart	Harry N. Renshaw
Claire B. Collier	Lars J. Halverson	Craven C. Rogers
Marcus F. Cooper	Harold D. Harmon	Stuart E. Rutherford
Quinn M. Corley	Lester S. Harris	Morris H. Shedd
Charles A. Cowing	Donald R. Hutchinson	William J. Sindo
Harry Crutcher, Jr.	Earl D. Johnson	Arthur H. Skaer, Jr.
Harold E. Dahl	Edwin A. Joyce	Richard B. Stophlet
Cecil Darnell	Joseph J. Kelley	Charles W. Stouff
Charles M. Dittrich, Jr.	Leonard P. Kleinoeder	Luther W. Sweetser, Jr.
George A. Doole, Jr.	Charles H. Lesesne, Jr.	Orville E. Tibbs
James R. Ducrest	Horace H. Manchester, Jr.	Richard F. Vavrina
Samuel B. Eisenmann, Jr.	Clark L. Miller	Donald N. Wackwitz
Jephtha W. Fator	Frank N. Meyers	Clyde H. Wood, Jr.
Vincent Ford	Dolf E. Muehleisen	Raymond C. Woodward

Noncommissioned Officers Training in Grade

Master Sgt. Julius A. Kolb	Tech. Sgt. Raymond Stockwell
Staff Sgt. Arthur Hanson	Staff Sgt. Ancel Lovvorn
Sergeant Charles C. Cunningham	

Foreign Student

1st Lieut. Nicholas H. de Leon, Guatamala

A new schedule of hours went into effect with the beginning of training for the new class. Flying begins at 6:00 a.m. and ends at 10:00 a.m., and ground school begins at 10:30 a.m. and ends at 1:00 p.m.

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The 5th Composite Group celebrated its 13th Anniversary on May 18th. Major General Briant H. Wells, Commanding the Hawaiian Department, arrived at Luke Field at 11:30 a.m., and presented medals and trophies to the outstanding athletic stars of the current season. The new baseball diamond was opened in the afternoon. Major Maxwell Kirby, Commanding Officer of the Group, pitched the first ball at the opening game of the Sector-Navy League between Luke Field and their ancient rivals, Fort Kamehameha. The home team showed considerable strength and promise and outclassed the Fort Kamehameha team, the final score being 6 to 1.



## WEST POINT GRADUATES DETAILED TO THE AIR CORPS

**S**LIGHTLY over 25 percent of the class which graduated from the United States Military Academy, West Point, N.Y., last June, was detailed to the Air Corps for flying training. Under War Department orders recently issued, 68 of the 258 West Point graduates are under orders to proceed to Randolph Field, Texas, upon or before the expiration of their present leave of absence.

These 68 students received commissions in the various branches of the Army, except the Air Corps, as follows: Corps of Engineers, 2; Signal Corps, 1; Infantry, 33; Cavalry, 5; Coast Artillery, 13; Field Artillery, 14. Under the policy of the War Department, based upon the provisions of the Air Corps Act, approved July 2, 1923, no officers are eligible for permanent commissions in the Air Corps unless they are graduates of both the Air Corps Primary and Advanced Flying Schools. A year of intensive flying training is ahead of these West Point graduates to whom aviation presented a special appeal, i.e., an eight months' primary and basic course at Randolph Field, and a four months' course at the Advanced Flying School at Kelly Field, Texas.

It is now eleven years since the policy was inaugurated of detailing West Point graduates to the Air Corps for flying training. During this time, a total of 648 West Pointers were accepted for detail, viz: 1922, 16; 1923, 51; 1924, 61; 1925, 42; 1926, 18; 1927, 30; 1928, 77; 1929, 110; 1930, 86; 1931, 89; 1932, 68.

The newly commissioned 2nd Lieutenants, who will begin flying training this coming fall, are enumerated below, as follows:

<u>Corps of Engineers</u>	<u>Field Artillery</u>	<u>Infantry</u>
Julian D. Abell	Frank L. Howard	William G. Beard
Allen F. Clark, Jr.	James F. Thompson, Jr.	Harvey H. Fischer
<u>Signal Corps</u>	Loren B. Hillsinger	Robert H. Terrill
Kenneth F. Zitzman	John P. McConnell	Samuel A. Daniel
<u>Cavalry</u>	Walter P. Goodwin	James L. Massey
Charles H. Anderson	Dwight E. Beach	Thomas C. Darcy
Charles M. Iseley	Ray J. Stecker	Clifford H. Rees
Sam H. Wiseman	Curtis A. Schrader	Arnold L. Schroeder
John R. Sutherland	Harvey P. Huglin	Eugene P. Mussett
Byram A. Bunch	George D. Campbell, Jr.	Edward W. Suarez
<u>Coast Artillery</u>	William R. Huber	Paul D. Bunker, Jr.
Stanley R. Stewart	Gordon W. Seaward	Walden B. Coffey
James H. Cunningham, Jr.	David H. Kennedy	Joe E. Golden
Howard R. Martindell	Edwin G. Simenson	Frank G. Jamison
Byron L. Paige	<u>Infantry</u>	Harry C. Quartier
Torgils G. Wold	Joe W. Kelly	Harley N. Trice
Leo P. Dahl	Daniel S. Campbell	Harold E. Shaw
Robert D. Glassburn	Kenneth B. Hobson	Robert L. Carver
Walter A. Rude	Hunter Harris, Jr.	Romulus W. Puryear
Robert L. Williams, Jr.	William H. Maguire	John G. Coughlin
John J. Hutchison	Kenneth E. Tiffany	William M. Garland
Stephen M. Mellnik	Nicholas E. Powell	Thomas C. Morgan
Donald L. Hardy	Andrew Meulenberg	James W. Gurr
Robert F. Moore	Erskine Clark	Robert L. Scott, Jr.

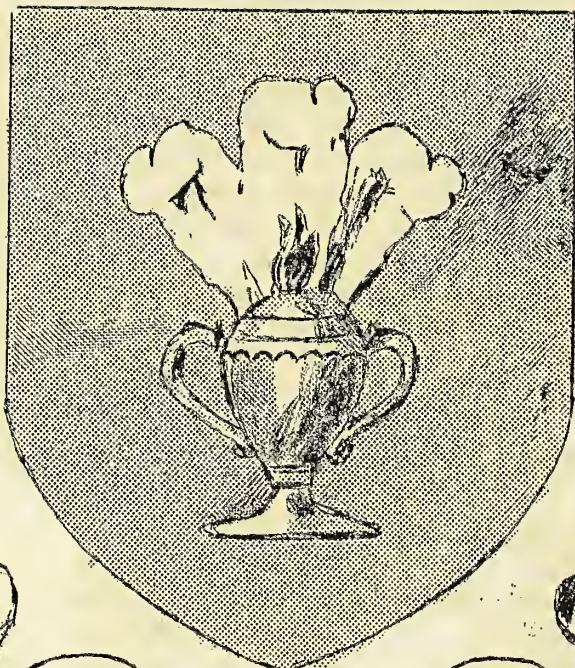
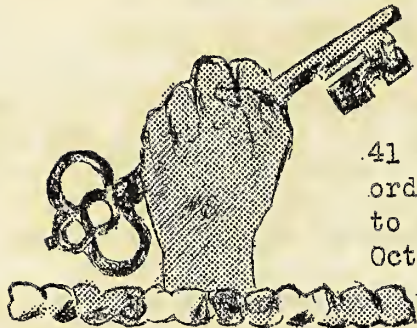
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### FAST FLIGHT BETWEEN SELFRIDGE FIELD AND SAN ANTONIO

Captain Audrey B. Ballard and 1st Lieut. Harlan T. McCormick, both members of the 1st Pursuit Group, Selfridge Field, Mich., completed a long cross-country trip in extremely fast time from San Antonio, Texas, to Selfridge Field on July 12th. Flying stock Boeing Pursuit planes, one a P-12E and the other a P-12C, they completed the long grind of 1290 miles in eight hours and fifteen minutes, averaging for the whole distance a speed of 156 miles per hour.

"For stock airplanes this is believed to establish a record for a south to north trip," says the News Letter Correspondent. Two stops were made along the way, one at Muskogee, Oklahoma, and the other at Scott Field, Belleville, Illinois.

OFFICERS DETAILED TO THE AIR CORPS TECHNICAL SCHOOL



The Air Corps Technical School, Chanute Field, Rantoul, Ill., is making preparations to accommodate this coming fall a total of 41 officers who, according to War Department orders recently issued, are scheduled to report to the Commandant of this School not later than October 1st next for duty as students. Of these 41 Air Corps officers, 17 will pursue the course in Aircraft Armament, 2 in Aerial Photography, 12 in Airplane Maintenance Engineering, and 10 in Communications, viz:

Aircraft Armament: 1st Lieut. Charles G. Percy, Kelly Field, Texas; 1st Lt. Bernard A. Bridget, 2nd Lieuts. George R. Acheson, Edward H. Alexander, James L. Daniel, Jr., William H. Doolittle, Max H. Warren, Randolph Field, Texas; 1st Lieuts. William Turnbull, Fort Bragg, N.C.; John F. Guillett, 2nd Lt. James P. Newberry, Brooks Field, Texas; 2nd Lieuts. Howard G. Bunker, Rockwell Field, Calif.; Leon R. Brownfield, Fort Benning, Ga.; Ralph O. Brownfield; Douglas M. Kilpatrick, Jr., Langley Field, Va.; Frank F. Everest, Jr., Fort Crockett, Texas; Charles G. Goodrich, Mitchel Field, N.Y., and Stuart G. McLennan, Scott Field, Ill.

Photography: 2nd Lieuts. Kenneth C. Brown, Crissy Field, Calif.; Merlin I. Carter, Marshall Field, Kansas.

Communications: 1st Lieuts. Wm. L. Ritchie, Fort Sill, Okla.;

Manning E. Tillery, Randolph Field, Texas; 2nd Lieuts. Thurston H. Baxter, Wm. B. Blaufuss, George W. McGregor, Elmer J. Rogers, John T. Sprague, Lloyd H. Watne, Randolph Field; Harry G. Montgomery, Jr., Langley Field; Edgar A. Sirmyer, Jr., Scott Field.

Airplane Maintenance Engineering: 2nd Lieuts. Samuel E. Anderson, Mitchel Field; Theodore M. Eolen, Selfridge Field, Mich.; Joseph A. Bulger, Scott Field; Oscar P. Carlson, Clarence D. Wheeler, Franklin C. Wolfe, Randolph Field; Reuben Kyle, Jr., Fort Leavenworth, Kansas; Douglas T. Mitchell, Fort Sill; Charles Sommers, Brooks Field; Robert M. Kraft, A.J. Kerwin Malone and Dyke F. Meyer, Chanute Field.

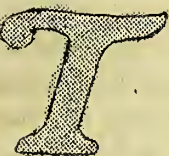
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NEW OFFICERS' CLUB FOR THE 18TH PURSUIT GROUP

The new Officers' Club for the 18th Pursuit Group, Schofield Barracks, T.H., is at last ready for the critical eyes of all. Furnishings suitable to the Hawaiian atmosphere have been installed and, says the News Letter Correspondent, "the approval of our guests so far seems to be most sincere. One of the highlights of the decorative scheme is a large oil painting which hangs over the fireplace in the lounge. This was especially painted for the Club by Howard Hitchcock, one of the best known Island artists. The composition is an Oahu landscape painted as if viewed from the air. It depicts a point of beach with its characteristic palm trees, and the rest is sea and sky, done in all the colors which are so typical of the islands. In the center of a shaft of sunlight is a single airplane, symbolical of our branch of the service.

This beautiful painting was presented to the Club by Mrs. Suzanne C. Adams, of Honolulu, as a memorial to her nephew, the late Lieut. George Cook Baker. Lieut. Baker, Honolulu-born Army pilot, was killed March 22, 1931, when his Pursuit ship failed to come out of a dive while on an Aloha flight for a departing transport. The official opening of the building was held on July 8th, when a tea was given for all officers and ladies of the Hawaiian Department.

## PURSUITERS RETURN FROM CHICAGO TOURNAMENT



THE First Pursuit Group just recently returned to its home station at Selfridge Field, Mich., after having spent twelve days at Chicago taking part in the George Washington Bi-Centennial Military Tournament. There was a triple reason for the participation of the Group in this mammoth military tournament - a military, patriotic and charity reason. In a military sense, the intensive flying at Chicago fitted in with the training program of the Group; in a patriotic sense the military demonstrations honored the memory of our first President, and it was in the name of charity that the gate receipts to the Tournament were dedicated to Army Relief and Chicago unemployed.

The Group flew to Chicago on June 24th and established a base for flying operations at the Curtiss-Reynolds Airport, together with the 15th Observation Squadron from Scott Field, Ill. Quarters for pilots and mechanics were furnished by Fort Sheridan. Two flights a day, one at noon and one in the evening, were made from June 25th to July 6th, except for Sundays.

Favorable flying weather prevailed during the entire two weeks, and no untoward incidents marred the programs. Major G.E. Brower, Commander of the Group, had one near accident which ended happily. The motor of his XP-936 low wing Boeing cut out at an altitude of 3,000 feet and refused to start again until the ship had glided to within 200 feet of the surface of Lake Michigan. By that time the Major had gotten all set for a good wetting, but to his great satisfaction and relief the motor picked up in time.

Two days after the Group had returned to Selfridge, Major-General Frank Parker, the Commanding General of the 6th Corps Area, flew to Selfridge Field to compliment and personally thank the Group for its military offering, high morale and excellent flying while at Chicago. He read to the Group several letters from prominent men and a newspaper editorial, all of which lauded the accomplishments and showing of all the units which took part in the Tournament.

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## COLONEL KIRTLAND DEPARTS FROM LANGLEY FIELD

Colonel Roy C. Kirtland, Air Corps, who reigned over the destinies of Langley Field, Va., for the past two years, turned over the duties of Commanding Officer of the Lower Peninsula Air Corps Station to Colonel Clarence C. Culver on July 13th. The evening before, at the historic Chamberlain Hotel at Old Point Comfort, Va., Colonel Kirtland was tendered a stag farewell party with the entire commissioned personnel of Langley Field attending. From the dinner party at the Chamberlain, the large gathering moved to the Officers' Club at Langley Field for the final get-together with the departing C.O.

Chaplain Walter K. Lloyd performed in the role of Master of Ceremonies, and Major Herbert A. Dargue, Commanding the Second Bombardment Group, acted in the capacity of spokesman for the officers of Langley Field. In a short but fitting speech, appropriate for the special occasion, Major Dargue expressed sincere regret at the Colonel's departure and paid tribute to the former Commandant of Langley Field, pointing to the vast improvement which has taken place during his two years' administration. "From an ordinary war-time military reservation to one of the most beautiful and picturesque Army posts in the country has Langley Field grown under the close supervision of our popular Colonel Kirtland," is the way Major Dargue feelingly expressed himself.

The occasion was made very touching by numerous songs with all the officers lending their vocal ability. "Should Auld Acquaintance Be Forgot," brought tears to the eyes of the many stalwart officers formerly under his command. With a fond farewell to each individual officer, Colonel Kirtland departed for his new station at the Second Corps Area Headquarters, Governors Island, N.Y.

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The 70th Service Squadron, March Field, Calif., held its Organization Day on June 27th. The Squadron, commanded by Capt. Gilbert Collar, was two years old on that date. A new floor in the squadron day room was coincidentally dedicated by a dance, followed by a buffet supper and refreshments during the evening. During the forenoon, a baseball game was played between the married and single men. The newly opened swimming pool was crammed to capacity for races and other water contests. Tennis matches were also indulged in.

## FORMATION OF BOMBERS FLIES IN ARIZONA GRAND CANYON

**T**HE 9th Bombardment Squadron, stationed at March Field, Riverside, Calif., climaxed the training of the Fiscal Year on June 29th and 30th by a very interesting flight through the Grand Canyon of Arizona in their Keystones. The many wierd tales of the tricky wind currents found in the Canyon piqued the curiosity of Captain H.D. Smith, the Squadron Operations Officer.

Taking as guests Major McFarney, Commanding Officer of the 7th Bombardment Group, and five news reel and feature service cameramen, Captain Smith led the Squadron up and down the Canyon several times, 1,000 feet below the rim. Three free lance ships accommodated the cameramen, while the remaining six maintained close formation. And wind currents there were! The air surged over both edges of the Canyon, met in the middle, and rose rapidly, buoying the ships upward with it. One camera ship, flying slightly lower than the formation as it passed over the rim, was suddenly caught in the clutches of a down current.

Staff Sergeant J.D. Meeks, of the 25rd Photo Section, riding in the rear of the fuselage, had some big stories to tell about this particular "bump." "I was bending over to pick up a camera," he said, "when I suddenly saw the floor of the ship drop from under me. There I was, floating helplessly in mid air. That awful, vacant sensation passed over me, and then the ceiling overtook me, and I was pressed firmly against it - lying on my back on the ceiling. Then, just as suddenly, the floor came up and gently settled itself beneath me. The camera had been lifted from the floor and set back upside down." Although Sergeant Meeks had no witnesses with him to prove the truth of his tale, the other members of the crew vouched for the fact that there was really a severe drop which made them grab straps and bars to keep from being left suspended over the Canyon without means of support.

Except for this one instance, no serious trouble was experienced in flying through the Canyon. Landing at the Canyon Airport, the officers and men were taken by bus to the rim, where they spent the night, returning the next day to March Field.

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## MACON, GA. PLAYS HOST TO 49TH COMBARDMENT SQUADRON

Nine Keystone Bombers, 18 officers and 9 enlisted men departed from Langley Field, Va., July 21st, for Macon, Ga., where they were the principals in the christening of one of the large Keystone Bombers of the 2nd Bombardment Group "The City of Macon, Georgia."

Captain Eugene L. Eubanks, Commanding Officer of the 49th Bombardment Squadron, commanded the flight, and Captain Robert Olds, Operations Officer of the 2nd Bombardment Group, represented Major Herbert A. Dargue, Group Commander, in the flight. The christening took place at 3:30 p.m., at Miller Field, an elaborate ceremony having been arranged by officials of the city government of Macon and by the Chamber of Commerce of that city. The Squadron returned to Langley Field the following afternoon.

The purpose of this tactical mission and christening is far reaching, and has more significance than is readily seen. At present, Langley Field is the sole air force unit on the Atlantic seaboard and is expected to be in contact with the entire seacoast from Maine to Florida. The post is so situated that, should it be necessary to mobilize at any place on the Atlantic coast, same could be accomplished within 24 hours. With this aim and purpose in view, personal contacts are being made with every airport suitable for landing of Army formations on the coast and in nearby inland cities. By such visits it is hoped to gain the cooperation of practically every airport within a radius of Langley Field and so establish "bases" all along the coast which can be utilized at any time either in case of emergency or in carrying out the regularly prescribed training course of the Air Corps. This joint tactical and christening was arranged in order that the personnel of the Group may become more familiar with Macon Airport, adjacent territory and airways enroute.

Officers representing the 49th Squadron at this christening were Major R.F. Weldon, M.C., Flight Surgeon; Captains Eugene L. Eubanks, commanding the Squadron; Robert Olds, Operations Officer, 2nd Bomb. Group; L.H. Dunlap, Commanding the 59th Service Squadron, 1st Lieut. A.L. Harvey; 2nd Lieuts. J.H. Ives; H.Q. Huglin; C.G. Foxworth; E.L. Todd; J.A. McAnulty; D. Kilpatrick; T.J. Miller; R.L. Waldron, R.B. Collins; H.P. Dellinger, R.O.S. Akre, W.D. Harrison and R.C. Hughes.

## THE TE-3 AIRSHIP CAR

By P.B. Smith, Lighter-than-Air Unit, Wright Field

**D**elivery is about to be made of the second TE-3 airship car developed by the Air Corps for use with small type non-rigid airships employed in Lighter-than-Air training operations. This car is of tubular steel construction and designed especially for an internal suspension system that differs from the conventional suspension arrangement for non-rigid airship in that the car is rigged close to the bottom of the envelope and all cables suspending the car are contained within the envelope and therefore not exposed to air flow with its attendant drag.

The entire front of the car and practically all the siding is of transparent material which affords extremely good vision from any position within the car. This is very desirable since the car is to be used for training purposes, for which reason a dual control system has been provided throughout. The flight control arrangement for airships differs from that of heavier-than-air craft to the extent that two pilots are usually employed in handling the airship, one of whom is responsible for the altitude and pressure control, whereas the other is concerned with the directional control equipment which keeps the airship to its course.

In the TE-3 car the two pilot seats are located in the extreme front, side by side, and the airship can be completely controlled from either position. The conventional air inflated pontoon used for landing purposes has been omitted in favor of a landing wheel, which has been found of considerable advantage in the operation of the smaller types of non-rigid airships. Another feature of considerable interest is the engine platform which, when not in use, is actually part of the car siding, but is so arranged that it may be released and swung downward, thus serving as a platform upon which the engines may be inspected or repaired while in flight. Two air-cooled 70 horsepower engines are installed, one on each side of the car, capable of giving a speed of 55 miles per hour to the airship. Two engines are employed in all non-rigid airships, except the very smallest, as a safety feature for maintaining pressure in the airship envelope, which is accomplished by means of air scoops in the slipstream of each propeller. Thus, in case of the failure of one engine, pressure and therefore the rigidity of the envelope can still be maintained, as well as forward speed, the latter of secondary consideration, however, from the point of view of engine failure on airships.

The TE-3 car will be installed on an airship envelope now being prepared at Scott Field, Ill., where it will be used for Lighter-than-Air training operations.

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## SURVEY OF FLYING FIELDS IN HAWAII

In line with the annual inspection required of all ungarrisoned military reservations under the jurisdiction of the Department Commander, two Inter-Island flights were performed, one in May and the other in June, by Lieut.-Col.

Gerald C. Brant, Commanding the 18th Composite Wing, and Captain Byron T. Burt, Wing Operations Officer, for the purpose of making a survey and inspection of emergency flying fields. The itinerary and inspection of the first flight included the Islands of Molokai, Maui and Hawaii. The first inspection covered over 800 miles and, on the second flight, the inspection was V-6315, A.C.



WHAT! NO CHEVRONS?

Aero-Vue

continued and included the Islands of Kauai and Niihau. Inspection of the new Territorial field at Lihue and Sanborn Field at Hanalei was also included.

The emergency fields on Molokai, Upolu Point and South Cape are in good condition. It is hoped in the near future to develop an additional field on the south end of Molokai. The new field at Kalaupapa, on the Island of Molokai, was also inspected. One of the best landing fields on the Island of Hawaii is the Parker Ranch at Kamuela. Fields for new development were also located on Hawaii. It is interesting to note some of the comments of the Wing Commander relative to the rapid development aviation has made since his last survey of emergency flying fields in 1925. He states in part:

"When I was here first seven years ago, there were only two good places to land in Hawaii - at the Parker Ranch and in the bottom of the volcano at Kilauea. I guess that was the only landing field in the world in a live volcano, but the big eruption threw rocks over the field and spoiled it.

"In 1925, I landed a DeHaviland plane on the Island of Niihau, in connection with the maneuvers then going on and caused a cattle stampede. However, the owners have since made provisions which eliminate this."

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#### GENERAL MALONE INSPECTS LANGLEY FIELD

Major-General Paul B. Malone, Commanding General of the Third Corps Area, was a visitor for several days recently, when he was occupied in an inspection of the camp and post activities at Fortress Monroe and Langley Field, Va. At Fortress Monroe, the General addressed a large audience of 400 CMTC candidates, 200 odd ROTC students, members of the Organized Reserve and personnel of the post. At Langley Field, he paid an informal visit and inspected post activities, the daily routine continuing during his brief stay.

Accompanying General Malone on his tour of inspection was his Staff, as well as Colonels Harold E. Cloke, Commanding the Third Coast Artillery District; Harry P. Newton, of the 917th Coast Artillery, and Allen Smith, CMTC Officer for the Third Corps Area.

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#### 19TH AIRSHIP COMPANY ACTIVITIES

The old Fort Mstis Balloon School has finally given up the ghost. The steel hangar from that station has been transferred to Langley Field and is being erected on the west side of the airship hangar of the 19th Airship Company. This building fills a long felt need for a place of storage and operation of observation and free balloons. This, along with the new heating system in the shops, a new heating plant, new heated machine shop, and new barracks has brought back the realization that there is a Santa Claus.

The 19th Airship Company is installing a new radio station in the shop to replace the station in the main hangar. This station, to be known as DL-3, will be in operation as soon as masts can be erected. This installation is expected to increase the efficiency of an already efficient department of the Company.

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#### HIGH SHOTS AT FORT SILL

Aerial gunnery practice was completed at Fort Sill, Okla., on July 19th. All officers qualified as "Expert Aerial Gunner," with 1st Lieut. Wm. L. Ritchie making high score in the pilot's course, scoring a total of 950 points. Second Lieut. Claire Stroh won honors in the observer's course by scoring a total of 1193 points. A summary of the scores made by all officers who participated follows: Pilot's Course - total score - 1st Lieut. Wm. L. Ritchie, 950; 2nd Lieut. D.T. Mitchell, 897; Captain F.H. Pritchard, 890; 2nd Lieut. C. Stroh, 887.

Observer's Course - total score - 2nd Lieut. C. Stroh, 1193; Captain R.E. O'Neill, 1022; 1st Lieut. Wm. L. Ritchie, 998; 2nd Lieut. D.T. Mitchell, 964; Captain F.H. Pritchard, 892.

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Major-General Benjamin D. Foulis, Lieut.-Col. Jacob E. Fickel, Major Leslie MacDill, Captains Wm. J. Flood, Hugh Elmendorf and A.B. McDaniel spent several days at Wright Field early in July in conference with the Chief of the Materiel Division.

## INCREASED ACCURACY IN BOMBING

**R**ECENTLY there appeared in the News Letter an article contributed by Langley Field, Va., in which, among other things, it was stated: "In the Bombing Matches held at Langley Field in 1929, the average radial error, the distance from the point of fall of the bomb to the pin point center of the target, was about 200 feet. An improvement was shown in the 1930 Matches, the radial error being 194.07. A still greater improvement was shown for 1931, a cut of 45 feet for an average error of 149.6 feet being the result of the observers. This shows a steady, though slow, improvement among the recognized expert bombers of the Army, the contestants in the Matches being the team having the highest score in each squadron."

The News Letter Correspondent from Nichols Field, Rizal, P.I., commenting on the above, states:

"We noted with pleasure the article ... setting forth the gradual increase of accuracy in bombing obtained by the contestants who are the leading bombers of their respective bombardment squadron, in the yearly Bombardment and Machine Gun Matches held at Langley Field, Va., during the years 1929, 30 and 31. The 28th Bombardment Squadron wishes to cite the record obtained by their organization during the training season 1932, not to reflect on the ability of the expert bombers of the service, as they are called by the Langley Field correspondent, but to substantiate the conclusion that bombing accuracy is steadily improving. This improvement, we should realize, has not been the result of more accurate instruments or superior equipment, as the materiel is identically the same used by Bombardment since 1923. More conscientious application and better understanding of bombing procedure has enabled Bombardment to steadily improve and overcome the increased error due to speed and cross wind blowing. This in itself is an accomplishment to be proud of by the active Bombardment personnel.

Our entire officer personnel qualified as Expert Bomber. Eleven officers qualified with a score of 1800 or better, the remaining six scoring 1738 or more. The average probable radial error was 135.2 feet, ranging from the minimum of 94 to the highest, 174; only three being over 150. These figures cannot give the true indication to such a fine record, considering that out of 300 bombs dropped for record, only two defective bombs were re-dropped. This is without question the best results obtained by an entire active squadron. The squadron proposes to continue bombing practice from 13,000 to 15,000 feet whenever weather conditions permit. Two missions have already been flown at 13,000 feet with encouraging results, with the results approximately 80% of the scores at 8,000 feet. These higher altitudes necessitate a very careful check in every bomb, as the least irregularity, projection, or a slightly warped fin greatly affects their flight; as the practice bombs now used closely approximate their terminal velocity, 875 feet per second, at these altitudes.

Greater improvement in bombing accuracy is to be expected in the next few years, as the projected bomb sights are expected to give a minimum of instrumental error at any predetermined altitude, antiquating our present system of scoring.

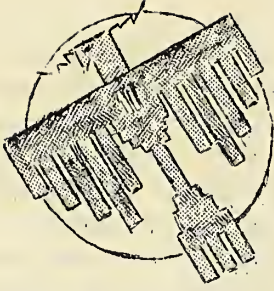
The gunnery scores of this Squadron are also a matter that should be shared with the Air Corps at large. Seventeen officers qualified as Expert Gunners, one as Sharpshooter failing to qualify as Expert Gunner by a very small margin. This officer left for China before completion of his record bombing. As an expert and Match runner-up two years back, his score, without question, would have boosted our average.

The average score for bombing was 1819. The average score for gunnery was 916."

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Captain V. L. Burge, Nichols Field, P.I., commanded a flight of three O-19's on a Southern Island flight recently. The pilots, in addition to Capt. Burge, were Lieuts. Wienecke and Eppright. Observers included Captain Reed, Lieut. Selway and Tech. Sgt. Freathy as mechanic. Landings were made at San Jose, Mindoro, Iloilo, Zamboanga, Jolo, Camp Keithley, the Del Monte Pineapple Plantation at Bukidon in Mindanao, and Tacloban. Fine weather was encountered except for the first day, when heavy rains forced the flight to return to San Jose for the night, when about half way to Iloilo. The rest of the flight was very interesting, and a visit was made to the Sultan of Sulu's Palace at Jolo. The Palace was destroyed by the recent typhoon.

## INSIGNIA OF THE 34TH PURSUIT SQUADRON



The War Department recently approved the following insignia, hereinafter described, for the marking of airplanes of the 34th Pursuit Squadron, stationed at March Field, Riverside, Calif.:

On and over a plate a conventionalized thunder-bird, displayed bendwise with lightning flashes emitting from eyes and on the breast an inverted pyramid of three steps divided palewise of seven white and red.

The 34th Pursuit Squadron, Air Corps, was originally organized in May, 1917, at Kelly Field, Texas, as 2nd Company H of the Provisional School Squadron. Soon after its designation was changed to the 1st Company G. In July, 1917, the designation was changed to 34th Aero Squadron. The 34th Aero Squadron served overseas from August 23, 1917, to May 26, 1919, as a construction squadron, and was not engaged in combat. The squadron was demobilized at Garden City, Long Island, New York, June 10, 1919.

In 1923, the 34th Aero Squadron of the World War was reconstituted as an inactive unit and designated 34th Pursuit Squadron. In 1931, the 34th Pursuit Squadron was made active at March Field, California.

Under the provisions of G.O. 16, 1921, as amended, and paragraph 11-b, A.R. 260-10, the 34th Pursuit Squadron is entitled to a silver band for its guidon engraved "World War."

The thunder-bird is used as a patron symbol of the 34th Pursuit Squadron.

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## SIXTH CORPS AREA RESERVE CAMP

Thirty-six Reserve officers of the inactive list are now at Selfridge Field, Mich., for a two weeks' period of active duty, with Major Bedinger, A.C. Reserve, in command. Captain E.C. Whitehead, Air Corps, is Executive Officer, and has as his assistant Lieut. Emmett O'Donnell, Air Corps. The equipment for the camp is of varied types - 2 PT-3A's, 3 P-12C's, 4 P-6A's, 4 O-19's and one O-33 being used. The improved housing facilities for both officers and equipment have made this year's camp much more satisfactory than in past years.

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## GUNNERY AND BOMBING BY SECOND OBSERVATION SQUADRON

As a result of the aerial gunnery and bombing practice conducted by the 2nd Observation Squadron, Nichols Field, P.I., during the training season ending May 31, 1932, 10 of the 12 officers firing the Pilot Course qualified as Expert, one as Sharpshooter and one failed to qualify. All of the six officers who fired the Observers' Course qualified as Expert.

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## PISTOL PRACTICE BY TEXAS GUARDMEN

In the annual dismounted pistol practice of the 111th Observation Squadron, Texas National Guard, Houston, Texas, 22 officers completed the course, 13 of them qualifying. Sixty-three enlisted men finished the course, 22 qualifying.

During July, a total of 135 hours' flying time was credited to the Squadron. The flying included the cavalry liaison detail, the Cuero mosaic mapping expedition, tow target and ground target practice, blind flying, navigation problems, formation flying and City of Houston mosaic mapping flights.

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The landing fields prepared by 1st Lieut. Everett S. Davis, stationed at Nichols Field, P.I., are in excellent shape, with the exception of Camp Keithly, which is somewhat rough, but sufficiently large for any purpose. The field at Cebu is not ready as yet. With its completion, the flight from Iloilo to Zamboanga will be broken up and made more interesting. The field at Bukidon is excellent. It is 2,500 feet above sea level, and excellent facilities are available. It is worth anyone's time to visit the factory and watch the methods followed in the canning of pineapples.



## DEATH OF LIEUT. H. C. MINTER

**M**ARCH Field suffered a severe blow in the death of 1st Lieut. Hugh C. Minter, Air Corps, Commanding Officer of the 73rd Pursuit Squadron, on July 8th. While leading his squadron in a spread-out formation, during which cross-over turns were being practiced, his ship collided with that of Lieut. John R. Merritt, Air Reserve. The latter made a safe landing with his parachute, sustaining minor injuries. Officers of the 73rd Pursuit Squadron, on July 10th, paid a fine tribute to their dead commander while the remains were being placed on the Union Pacific Golden State Limited. As the train left the Riverside station, the flight of Pursuit pilots accompanied it to the city limits and then returned to March Field with saddened hearts.

Lieut. Minter, who became a member of the Air Corps during the World War, was born at Redlands, Calif., December 24, 1898. After graduating from grammar and high schools, he attended the University of California for two years, 1916-1918, preparatory to taking a legal course. In 1918, he enlisted in the Aviation Section, Signal Corps, and, after completing his ground school training at the School of Military Aeronautics, University of California, on August 24th, and serving for a period of one month at Camp Dick, Dallas, Texas, he was ordered to the Aerial Gunnery School at Selfridge Field, Mich., for training as a Pursuit observer. Upon the completion of this course, he was, on November 12, 1918, commissioned a 2nd Lieutenant and assigned to duty at Selfridge Field.

In the following January, he was transferred to Kelly Field, Texas, where he served with various squadrons, and later attended the Air Service Mechanics School, completing the courses in motor overhaul and parachute rigging. Also while at this field he completed his flying training, and was rated as "Airplane Pilot," effective October 16, 1919. Lieut. Minter was appointed a 2nd Lieutenant, Regular Army, July 1, 1920.

In the latter part of 1921, he was transferred to Mather Field, Calif., where he served as Supply Officer, and also participated in forest fire patrol work conducted from that station. During the remainder of his career with the Air Corps, Lieut. Minter served at France Field, Panama Canal Zone; Brooks Field, Texas, and March Field, Riverside, Calif., his last station.

The following tribute in verse, which appeared in the Riverside Daily Press, was contributed by Mrs. Retta E. Ewer in honor of the dead pilot:

A vacant space is left in our ranks  
Since you took your last flight;  
A vacant place that breaks the ranks  
Since you took your last flight.

A vacant space, when we assemble review,  
Since you took your last flight;  
A vacant space when we think of you,  
Since you took your last flight.

A vacant chair, when the evening is done,  
Since you took your last flight;  
A vacant heart and a fatherless son,  
Since you took your last flight.

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## THE AVERAGE FLYING CADET

Statistics recently compiled by the Medical Division, Office of the Chief of the Air Corps, covering a period of about four or five years, with regard to the physical characteristics of students undergoing flying training, were given careful study with a view to ascertaining the law of averages in this respect. The interesting fact was disclosed that the average cadet graduating from the Advanced Flying School, Kelly Field, Texas, is 24 years of age, 5 ft. 9 $\frac{1}{4}$  inches tall, weighs 155 pounds, has a pulse of 71, a blood pressure of 116, and a depth perception of 12.

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The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, paid a visit to Selfridge Field, July 26th and 27th. An air review and inspection of ships and personnel on the line was staged on the morning of the 27th, after which the Secretary flew to Oscoda to inspect the gunnery camp.

## LIEUT. GORDON BECOMES MEMBER OF CATERPILLAR CLUB

Second Lieut. John C. Gordon, a student officer at Randolph Field, Texas, saved his life June 15th when he bailed out of his burning basic training plane, about one mile north of Cibolo, Texas, and landed with his parachute, while his ship crashed and burned. Lieut. Gordon was practicing slow rolls when his ship caught fire. He stated that on previous rolls he had noticed gasoline spraying back into his face, and the board of officers investigating the wreck came to the conclusion that the filler-cap had somehow become unfastened. The ship he flew was a PT-12. He stated that he encountered a great deal of difficulty in getting the belt loosened and estimated that he fell at least 1,000 feet before he could actually clear the ship. This ship was equipped with the metal type belt.



Lieut. Gordon was cut and scratched when he landed down thru a bunch of mesquite trees. He was painfully burned on the legs, arms and face. A farmer rushed Lieut. Gordon to the Station Hospital, and the chute was later retrieved from the trees.

"So far as feelings and reactions were concerned," Lieut. Gordon stated in his report, "the most trying moments were while the ship was diving, the flames coming back on me and the belt would not come unhooked. My decision was that the next best thing would be to stay up as long as possible, so I pulled the ship out of the dive. To say the least, it was a marvelous relief when the flames shifted away from me. I then considered trying to land but found the fire still around the gas tank; my face and hands seriously burned. I was anxious to get away from the gas tank which might explode any instant. I had no fear of jumping. After the parachute opened, I was suspended in a position to watch the ship crash and explode. Everything seemed to move terribly slow. That feeling remained until I was in the hospital for an hour or so."

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## MACHINE GUN AND BOMBING MATCHES AT LANGLEY FIELD

Langley Field, Va., will be the scene of unusual activity in September, when the Annual Machine Gun and Bombing Matches will be staged. This competition will be participated in by Army Air Corps officers from most of the Pursuit, Bombardment, Attack and Observation squadrons stationed in the United States. The officers selected to participate are those who made the highest expert scores in record firing practice in their respective organizations during the past year. An invitation is to be extended to the Secretary of the Navy to send Navy and Marine Corps pilots to pit their accuracy in machine gun fire and bombing against that of the Army personnel.


Aside from the Army Air Corps organizations stationed at Langley Field which will be represented in the matches, it is expected that teams from other Army Air Corps fields in this country, aggregating some 40 officers and 31 enlisted men, will fly to this field, each team imbued with the determination to "bring home the bacon."

The matches will consist of four events:- one for Pursuit pilots, the second for Attack and Observation pilots, the third for observers and the fourth for Bombers. The winners of these events receive the ratings of Distinguished Aerial Gunner or Aerial Bomber and are ineligible to participate in any of the future annual matches.

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"It was a great trip. We went places, saw a lot of people, and accomplished something for aviation in this part of the world," said Capt. Joseph A. Wilson, commanding the Boston Airport, in describing the recent good will flight of Army Reserve flyers of the New England States. "And we received a great ovation everywhere we went," he added. "The seven planes covered about 700 miles without a mishap, gave a remarkable performance, and were back in their hangars in less than 10 hours. It was a good day's flying and a mission worth while; first, because it gave the pilots experience, and, secondly, because it helped stimulate interest in aviation at the fields we visited." Capt. Wilson explained that while the circuit of the States as the crow flies involves only 480 miles, yet his group did so much extra flying that it brought the total up to 700 miles of actual flying.

## ALBROOK FIELD PROGRESSING

 STEADY progress continues at Albrook Field, Canal Zone. Under the influence of the pick and shovel and dump trucks, the grounds around quarters and barracks are fast assuming a finished look. The tons of Bermuda grass seed scattered by Lieut. Meeden on the flying field are still playing the role of "Watched Kettle," and the advocates of paved runways and landing mats are standing ready with the "I told you so."

"The flying field is still our chief concern," says the News Letter Correspondent, "for while it has been proven safe for any size ships in any weather, the mud does fly and certain areas must be avoided. It is hoped that the present rainy season will bring forth a sufficient sod of Bermuda so that ships will not need a bath after every flight. Only three planes are being operated at present, and flying is limited to cooperative missions and necessary practice flights.

The supply and engineering hangars are nearing completion, the exterior and partitions being finished. With the pouring of the floors they will be ready for use. One double hangar on the line is nearly up to the floor pouring stage, and the other two are slightly less advanced.

Definite information on future construction is not available at the present time, but plans for a number of important technical buildings are ready and approved, and funds for their construction are expected shortly."

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### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Fort Crockett, Texas: Major Harry H. Young from Brooks Field.

To Mitchel Field, N.Y.: Captain George W. Polk, Jr., Randolph Field, for duty as Air Corps Representative, Eastern District, Materiel Division.

To Barksdale Field, La.: Major George E. Lovell, Jr., from Maxwell Field.

DETAILED TO THE AIR CORPS: 2nd Lieut. Benjamin J. Webster, Coast Artillery Corps, and to Randolph Field, Texas, not later than Oct. 15, 1932, for flying training.

PROMOTIONS: Rank August 1, 1932 -- To Colonel: Lieut.-Colonel Arthur G. Fisher; to Lieut.-Colonel: Majors Albert L. Sneed and Walter R. Weaver; to Major: Captain William O. Butler; to Captain (rank July 1, 1932): 1st Lieut. Melvin B. Asp; (rank July 23, 1932): 1st Lieut. George C. McDonald; (rank August 1, 1932): 1st Lieuts. Peter E. Skanse, Alfred E. Waller, Harold A. Moore, Malcolm N. Stewart, Odas Moon, Arthur G. Liggett, Westside T. Larson and Newton Longfellow. To 1st Lieutenant (rank July 1, 1932) 2nd Lieuts. Clarönce D. Wheeler, Walter S. Lee, Manning E. Tillery; (rank July 24, 1932) 2nd Lieut. Gerald C. Johnston; (rank July 26, 1932) 2nd Lieut. Elmer J. Rogers; (rank August 1, 1932), 2nd Lieuts. John C. Crosthwaite, Clarence S. Irvine, Ralph E. Holmes, Darr H. Alkire.

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From the Boston Airport comes advice to the effect that the Air Reserve officers wound up one of the finest years they have ever had by participating in night flying up to midnight on June 30, 1932. Just at dusk on this same night, a formation of five airplanes, all piloted by war time trained Air Reserve officers, put on a demonstration of formation maneuvering for the benefit of the Crosscup Pishon Post Athletic Carnival that was perfectly timed and accurately flown, and made a very favorable impression with all who witnessed it. To see these old timers landing and taking off in close formation leads one to believe that there is still plenty of kick left in the old grads who have carried the Air Reserve Banner these many years.

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War Department orders were issued to the Commanding General, 8th Corps Area, to transfer 17 enlisted men of the Air Corps from Kelly Field, Texas, and 18 men from Randolph Field, Texas, to form the Air Corps Detachment at Barksdale Field, La. The movement to be by air and to be completed prior to August 16, 1932.

The present garrison at Barksdale Field consists of 6 officers and 8 enlisted men. When completed, this field will be the station of the 3rd Attack Wing, consisting of the 3rd Attack Group, now at Fort Crockett, Galveston, Texas, and the 16th Pursuit Group to be made active at Barksdale Field about December 1, 1932.

March Field, Riverside, Calif., July 8th.

Anyone who thinks an Army Chaplain has nothing to do should follow the hurried steps of Major Axton for a few days. His character building activities have been varied and numerous. Sunday evening song services at the Post Theatre have been followed by free movies. Many a budding young Caruso has been discovered and developed among the soldiers. In the future it is believed that it will be necessary to hold these informal meetings secretly in order to prevent our local talent from being lured away by stage and screen offers. In addition to his full program of religious services, Major Axton has sponsored numerous special celebrations and gatherings. His latest idea is a series of boys camps at March Field's new camp at Big Bear. His first camp enticed nine prospective and actual Boy Scouts to the site, where more than a week of campcraft, woodcraft, swimming, hiking, fishing, and boating kept the boys busy and happy. A similar camp will be sponsored shortly.

The Big Bear Camp, located in the San Bernardino Mountains, 20 minutes by air from March Field, is rapidly taking form. The plans read almost too good to be true. When completed, the main design will be built in the shape of a square-cornered "U". One wing, 20 feet by 44 feet, will be used as mess and club room for officers and their families. The other main wing, identical with the first, will be used by enlisted men and their families. The connecting portion of the building will contain a kitchen, store rooms, and offices. Between the two wings will be a patio, a fountain and fish pool, a flag pole, winding rock paths, lawn, and flowers. Home-made rustic furniture will be used throughout the camp. Materials for construction will be mainly native lumber and rock found abundantly in the vicinity, and lumber salvaged from torn down buildings at March Field.

An abundant supply of clear, cold spring water will be more than adequate for the use of the camp. A swimming pool is contemplated. A tennis court will be constructed with a curb surrounding it in order that it may be flooded for ice-skating in the winter. A former log slide from the top of a nearby mountain will be transformed into a toboggan slide. Skiing will be a favorite winter sport.

The camp expects to maintain its own string of horses and boats for summer guests. Shower rooms and clothes tubs will be erected in convenient places about the camp. It is contemplated that the temporary tents now serving as shelter will be replaced eventually by cabins. When completed, there will be accommodations at the camp for 200 people at one time.

Swimming and fishing are the favorite sports at present. Bass and lake trout are found abundantly. Lieut. Ralph Snively (with witnesses present) recently pulled in two fine bass with one cast! Numerous pleasure resorts near the camp furnish a variety of recreational facilities at rates to the Army which are in keeping with the national economy program. Even the golfers have their favorite haunts.

The modern touch to the Garden of Eden was recently added when permission was obtained from a nearby <sup>farmer</sup> to use a large, level piece of his land as a landing field. Continuous radio communication with March Field now links the obscure mountain resort with the outside world.

The marriage of Miss Margaret Hastings of Riverside to Lieut. Arthur E. Livingston, 95th Pursuit Squadron, is announced.

The 25rd Photo Section, commanded by Lieut. M.W. Kaye, celebrated Organization Day on June 24th by a deep sea fishing trip. A boat was chartered for the day, and the Section and its guests came back sun-burned, wind-blown, wave-washed, and loaded with yellow tail, bass and baracuda.

The 70th Service Squadron held its Organization Day on June 27th. The Squadron, commanded by Captain Gilbert Collar, was two years old on that date.

Second Lieut. George Campbell lost in the semi-finals of the Olympic wrestling tryouts in the 125-pound class to the man who became champion. The fact that Lieut. Campbell was twice national amateur champion is evidence that he is an amateur in classification only. We offer no alibi for the home town boy who went to the big city, for he put up a good battle. We feel that he deserves great credit for his game performance. After months of starving and training, he reduced to his desired weight of 125 pounds from 155 pounds - weakened but hard. He received orders late one evening, took off from March Field at day-break the next morning, reached Grand Rapids the next day and entered the semi-finals the same evening.

Fort Sill, Oklahoma, July 28th.

During the period July 7th to 15th, Captain F.H. Pritchard, with Private Coleman as passenger, completed an extended cross-country flight and visited the following fields and cities; Kansas City, Mo.; Scott Field; Patterson Field; Langley Field; Fort Bragg; Asheville, N.C., and Bolling Field.

It is the opinion of the officers who participated in extended cross-country

flights from this station that at least one such flight per year should be included in the Air Corps Training Directive.

Pilots visiting this station on cross-country flights during July were: Lieut.-Col. Fickel, Major Hale, Captains Berman, Whitehead, Bissell, Cannon, Lts. Myers, Beau, Campbell, Brentnall, Johnston, Randall, Foster, Walner, Percy, Braddock, Moore, Greeson and Sergeant Pride.

Lieut. W. L. Ritchie, with Lieut. J.P. Kirkendall as passenger departed July 26th on an extended cross-country to Chicago and points East, expecting to visit Scott, Wright, Bolling, Mitchel and Langley Fields before returning to this station.

#### Kelly Field, San Antonio, Texas, July 11th.

Lieut. W.E. Baker, formerly Personnel Adjutant at Kelly Field, is on two months' leave of absence prior to sailing for the Philippines Sept. 20th. Capt. Edgar E. Glenn was assigned as Personnel Adjutant and Captain Earl H. DeFord took over the duties of Secretary and Operations Officer.

Major E.F. Harrison, Medical Corps, left July 4th for six weeks' leave of absence prior to reporting to Bolling Field, D.C., his new station.

Capt. C.E. Hart, Ordnance Dept., reported here for duty June 25th.

Captain Walter R. Peck, flying an O2-H, was a recent visitor here from Maxwell Field, Ala. He returned to his home station in an O-25.

Privates Niemann Sledge and James J. McLaughlin recently returned to the 40th School Squadron from Chanute Field, Ill., the former after completing the Armorers' course, and the latter from duty as instructor in Drafting.

Private Speedy Morgan is enjoying a reenlistment furlough in Alabama.

The 41st School Squadron celebrated its Organization Day at Landa Park, New Braunfels, with a picnic on Saturday, July 9th.

Private Whitting, 40th School Squadron, is enjoying a 30-day furlough in Oklahoma, and Private Brannin is doing likewise in Kansas.

#### Kelly Field, San Antonio, Texas, July 25th.

Captain Woody and Lieut. W.W. Welsh, of Bowman Field, Ky., the former piloting an O-1B and the latter a BT-2, were visitors here on July 21st.

Lieuts. Charles B. Stone and Wm. C. Farnum arrived at Kelly in a BT-2 plane, July 21st, from Chanute Field, and left for Marfa, Texas, on the following day.

Major Willis Hale and Capt. H.M. Elmendorf stopped here July 23rd and 24th while enroute to Los Angeles, Calif.

Capt. Lewis A. Dayton, Adjutant at Kelly Field, is enjoying a month's leave of absence in Texas and California.

Major William E. Lynd made a cross-country flight in an O-25 from Fort Leavenworth to Kelly Field on July 14th.

Lieuts. J.W. Rowe, H.W. Wells and H.L. Kreider, flying P-12 planes from Langley Field, arrived here July 16th and returned three days later.

Capt. U.G. Jones, Lieuts. J.M. Fitzmaurice and J.A. Samford recently ferried three P-12 planes from San Diego, Calif., to Kelly Field.

First Lieut. F.H. Kuhn, who was on duty in Hawaii, reported here July 12th for temporary duty with the Quartermaster Detachment and was scheduled to leave July 26th for duty in the Quartermaster School at Philadelphia.

Private E.C. Mullins, 39th School Squadron, is on a 90-day reenlistment furlough. Sergeant Mayes and Private R.M. Johnson, of The Headquarters, are enjoying reenlistment furloughs.

#### Fort Crockett, Texas, July 14th.

Lieut.-Colonel Horace M. Hickam assumed command of the Third Attack Group and the Third Attack Wing on June 29th. Major Davenport Johnson, former Group Commander, left for Washington, D.C., June 16th for duty on the War Department General Staff.

Major-General Benjamin D. Foulis, Chief of the Air Corps, arrived at this station June 24th, from Shreveport, La., for an unofficial visit and inspection of the Third Attack Group. Accompanying General Foulis were Major W.K. Kilner and Captain A.B. McDaniel. These officers were traveling in three O-38 planes. Lunch was served at the Officers' Club at Fort Crockett, and the three visitors from Washington were guests of the Chamber of Commerce at a dinner at the Galvez Hotel on the evening of June 24th.

Capt. C.E. Hart, Ordnance Department, who has been on duty with the Group, left here June 26th for duty at Kelly Field, Texas.

Lieuts. Truman H. Landon, Robert K. Taylor and Talma W. Inlay were relieved from the Group to assume duties as Instructors at Randolph Field, Texas.

The Third Attack Group received four of the new YA-8 Attack planes which will replace the A-3B now in service. Capt. Lotha A. Smith ferried the first YA-8 from the Buffalo, N.Y., factory, arriving here June 21st.

Chamute Field, Rantoul, Ill., August 1st.

The Chamute Field Officers' Club held its semi-annual election of officers on July 13th. Upon the motion of Colonel Mars, the President and members of the Board of Governors were unanimously reelected, as follows: President, Major L.W. Ballantyne, M.C.; Capt. Simon Jacobson, Q.M.C.; Captains Arthur G. Hamilton and William A. Hayward, Air Corps. Upon the submission of resignation as Secretary-Treasurer by Lieut. Herbert W. Anderson, A.C., Lieut. Robert L. Easton, A.C., was appointed to that office.

On Saturday evening, July 9th, approximately 40 officers and ladies of Chamute Field held a Dutch Picnic at Sangamon Grove, 11 miles west of Rantoul, on the Sangamon River. The picnic was enjoyed to such an extent that a series of them is planned for the summer season. On July 11th, the Officers' Club held a swimming party at the post pool. About 50 officers and ladies attended. The pool was decorated with colored lanterns, and light refreshments were served between splashes.

Lieut. Wm. Lanagan, of the Personnel Division, Office of the Chief of the Air Corps, visited here for several days the latter part of July to confer on personnel matters. While at Chamute he was the guest of many officers and ladies who were delighted with the opportunity of seeing "Bill" again.

Recent extended aviation flights by Chamute Field officers included Lieut. James Spry with Major Arthur E. Brown to Washington and return; Lieut. Lawrence H. Douthit with Lieut. Walter T. Meyer to Washington, New York, and return; Lieut. Charles B. Stone with Lieut. W.C. Farnum to San Diego, Los Angeles, San Francisco and return.

Major Milton O. Beebe, Chaplain Corps, reported for duty, relieving Chaplain F. Herbert Moehlmann, who was transferred to Panama. Chaplain Beebe already demonstrated his air-mindedness by becoming a habitue of the flying line during his spare time, and his opinion of flying is summed up when he speaks of it as "Delicious." Chamute Field has been fortunate in its association with Chaplains Moehlmann and Beebe.

Captain Harold R. Rivers returned from two months' leave of absence spent in touring Europe. We are informed that he toured Switzerland at the expense of the Prince of Monaco, thru courtesies extended to him by the Bank of Monte Carlo, during its regular evening office hours at the Casino. Since Capt. Rivers' return to American soil, Chamute Field subscriptions to Vanity Fair have dropped off, in view of the fact that we have living depiction of the latest continental styles in floppy hats and black walking sticks.

Capt. Earle G. Harper and Mrs. Harper arrived at Chamute Field. The Captain having taken quarters in the village of Rantoul, is seen daily wending his puzzled way around and thru fields of corn 14 feet high, to and from Chamute Field, with the firm conviction that each Californian ordered to duty here should be issued an Inductor Compass for personal use.

Lieut.-Col. James A. Mars, Commanding Officer, and Mrs. Mars, spent the week end of July 15th in Chicago.

France Field, Panama Canal Zone, June 9th.

The field is plenty proud of its band of 35 musicians and its leader, Bandmaster Kenneth Hebert, Warrant Officer, U.S. Army., for they are more than generous with their concerts. The band also has a considerable popularity off the post and is recognized as about the finest on the Isthmus. The last concert off the post was given in the Cristobal Army & Navy Y.M.C.A. on May 8th, where the band was given a hearty reception by an unusually large audience. The closing number on this program was the "March Parati Defendre," written by Mr. Hebert and dedicated to the men of the Sixth Composite Group - "We are prepared to defend."

Hors. 36th Division Aviation, Texas Nat'l Guard, Houston, July 30th.

Liaison with the 56th Cavalry Brigade, Texas National Guard, featured the 111th Observation Squadron's July activities. A flight of two planes participated in the Cavalry's annual field maneuvers at Mineral Wells, July 10th to 14th, inclusive. Two O-38's, one equipped for radio and the other for photography, were sent to the Cavalry camp upon request of Brigadier-General Jacob F. Wolters. The flight was under command of Captain Justin F. Aldrich. Lieuts. Chas. H. Jost and James C. Neely accompanied the flight as did Master Sgt. R.P. Goodwin. Radio communication was established and maintained with the different units of the Cavalry Brigade during field problems. A considerable number of photographic missions were also carried out.

Another mission of importance was also successfully carried on by the 111th Observation Squadron, the mosaic mapping of the territory around Cuero, Texas, where the 36th Infantry Division will engage in a staff problem during the annual 15-day field training period August 6th to 20th, inclusive.

The entire division aviation will accompany the 36th Infantry Division, Texas National Guard, during field maneuvers at Camp Hulén, Palacios, Texas, during the annual maneuvers on the above dates. Problems in infantry and artillery

liaison will be carried out. Aerial gunnery and bombing will be featured, as will radio communication and photographic work. In preparation for the annual aerial gunnery practice, Major Thos. W. Blackburn, Commanding, has had his pilots rehearsing ground and tow target work - position maneuvering and sighting without actual firing. Some really good target scores are expected when the firing takes place at Camp Hulen.

The squadron pilots and observers have just about completed a mosaic map of the city of Houston, the officers taking turns in shooting the strips. When finished, every officer in the squadron will have done his share in the work.

During July, the enlisted men of the Squadron were instructed in and practiced rolling packs and putting up and striking pup tents. Infantry drill for the squadron was also carried on thoroughly. The Brownings to be used at Camp Hulen for target practice were overhauled and tested on the gunnery planes so there will be no delay upon arrival at Camp Hulen in swinging into the scheduled drill program. All equipment and materiel to be used at Camp Hulen has been checked over and packed ready for shipment on August 6th. An advance detail will proceed to Camp Hulen several days in advance of August 6th to prepare camp for the arrival of the squadron and have a hot meal ready for the arriving officers and enlisted men.

The officers of the squadron enjoyed a boat trip down the Houston Ship Channel and out on Galveston Bay during the month. Their wives accompanied them.

Second Lieut. Jas. C. Neely was appointed Asst. Operations Officer.

Capt. Walter H. Reid, Air Corps, former commander of the Squadron, was a visitor during the month.

#### Wright Field, Dayton, Ohio, July 11th.

June seemed a month for snappy formations to appear in the blue above Wright Field, and when they dropped down for a landing, pleasantly familiar faces were found peering over the cockpits. Among such arrivals were Capt. M.D. Mann, Chicago, leading three O-38's; Lieut. M.N. Stewart, leading two BT-2's and five O-25's; Lieut. W. Welsh, Louisville, leading two O-1's and one BT-2; Lieut. W.H. Tummer, Randolph Field, leading five O-25's and two PT-2's; and several Selfridge groups.

A day of rifle and pistol practice was held on June 5th in connection with the Reserve Officers' Contact Camp at Wright Field, the gun range being at the service of officers and contestants from 8:30 to 6:00 p.m. A large number enjoyed the meeting.

Capt. V.J. Meloy, Office of the Chief, Militia Bureau, Washington, flew in on June 13th in an O-38 plane from the plant of the Douglas Company, and remained here several days for the testing of this plane.

Weld Arnold and T.S. McCabb, of the Institute of Geographical Exploration, Harvard University, were interested guests at the Division for several days early in July, where they renewed acquaintances with Capt. Dache M. Reeves, A.W. Stevens, Bruce Hill and Lieut. J.F. Phillips, who lectured at Harvard during the scholastic year on different phases of aerial photography.

Lieut. H.W. Anderson, with 22 officers and 2 enlisted men, members of the Officers' class of the Air Corps Technical School at Chanute Field, arrived on June 28th for five days' temporary duty at the Materiel Division. Lectures and classes occupied the mornings, a study of the Division laboratories the afternoons. A majority of the lectures were given by Division personnel on engineering subjects connected with Materiel Division developments.

Major H.A. Strcus and Lieut. F.D. Klein flew to Buffalo, the latter ferrying back to Wright Field an O-190 plane from the plant of the Thomas-Morse Company.

Capt. D.B. Howard and Lieut. C.H. Caldwell took off June 23rd for Atlanta, Miami, Fla., and Montgomery, Ala., for conferences concerning Air Corps supplies.

Captain C.S. Axtater and Lieut. R.P. Williams, Lighter-than-Air officers, assigned for heavier-than-air training in the July 1st Class at Randolph Field, left to report to their new station. Best wishes of their Wright Field confreres accompany them for their success as Heavier-than-Air pilots. Their capability in Lighter-than-Air work is beyond question.

Mr. H. Wictum, Air Corps Inspector at the plant of the Douglas Aircraft Co., Santa Monica, Calif., spent several days at Wright Field conferring with officers on inspection problems in connection with Air Corps contracts.

Mr. P.G. Johnson, President of the Boeing Company, and Mr. E.N. Gott, President of the Keystone Aircraft Corp., recently conferred with Wright Field officers.

Lieuts. S.R. Harris, Jr. and W.N. Amis were granted each a month's leave.

Major Robert L. Walsh and Lieut. R.S. Heald flew to Washington on June 21st.

Lieut. E.M. Powers flew to Selfridge Field and Chicago, June 23rd, on business connected with tests of the V-1570 engines.

Mr. R.M. Ferguson of the Armament Branch left June 13th for Hartford, Conn.; Boston, and Miller Field, Staten Island, on business concerning armament installations.

Capt. J.Y. York left June 21st for Erie, Pa. on business concerning procurement planning.

Brooks Field, San Antonio, Texas, July 20th.

Major-General Benjamin D. Foulis, Chief of the Air Corps, conducted a technical inspection of Brooks Field on June 28th, and was accompanied by his aide, Major W.G. Kilner. Following the inspection, luncheon was tendered General Foulis and Major Kilner at the Officers' Club, the Commanding Officer and the Staff of Brooks Field being hosts to the Chief of the Air Corps and his aide, and the Commanding Officers of the Air Corps stations in the vicinity of San Antonio.

Major Henry J.F. Miller, recent graduate of the Command and General Staff School, Ft. Leavenworth, Kansas, reported at Brooks Field and assumed the duties of Executive, relieving Major Harry H. Young, who was transferred to Fort Crockett, Galveston, Texas.

First Lieut. Arthur I. Ennis, graduate of the Air Corps Tactical School, Maxwell Field, Ala., reported for duty as Assistant Operations Officer for the 12th Observation Group and Brooks Field.

Captain Robert Kauch, graduate of the Air Corps Tactical School, reported July 1st and is now commanding the 22nd Observation Squadron, relieving 1st Lt. A.S. Heffley, who was transferred to the 88th Observation Squadron.

Other changes in the personnel of Brooks Field include the addition of 2nd Lieuts. Wm. T. Hefley, formerly of the Corps of Engineers, recent graduate of Kelly Field; Richard I. Dugan, now on leave, graduate of Chamute Field, who will assume the duties of Assistant Personnel Adjutant, relieving 2nd Lieut. J. R. Novake, Air Reserve, whose tour of active duty terminates July 30th; Lorry W. Tindal, graduate of the Technical School, who was assigned to the 12th Observation Squadron, and 2nd Lieuts. Carl R. Storrie, Samuel O. Redetzke, also graduates of the Technical School, who were assigned to the 38th and 22nd Squadrons, respectively. First Lieut. Milton J. Smith, formerly of the Middletown, Pa., Air Depot, is another addition to the official personnel of Brooks Field. He assumed the duties of Station Air Corps Supply Officer.

Second Lieuts. Ormond J. Mosman, David R. Nelson and Paul J. Hanspöer, Air Reserve, recently graduated from the Air Corps Advanced Flying School, will be stationed at Brooks Field for their year of active service.

Mather Field, Sacramento, Calif., July 20th.

77th Pursuit Squadron: The old law of supply and demand is taking its toll. This time it is a scarcity of flying time and pilots that curtails activity. Ten pilots with an individual allotment of ten hours isn't very conducive to Squadron training.

Lieut. "King Bee" Wittkop is now Assistant Executive Officer, and our new Squadron Commander is that old timer, Joseph G. "Big Chief" Hopkins. Lieut. Hopkins seems to assume command of the organization at frequent intervals. Perhaps this time it will be a permanent assignment.

"The 77th Pursuit Squadron Rifle and Pistol Club" was recently organized and is affiliated with the "National Rifle Association of America." All members of the Club are individual members of the Association. The membership is 16 and the scores are 49 and 50.

80th Service Squadron: There were several changes in personnel this past month. Captain H.N. Heisen, who was transferred to Rockwell Field, was replaced by Captain Clark. Lieut. Kingham's active duty expired the first of July. Lieut. Coutlee was transferred to this organization from the 55th Pursuit Squadron and is Squadron Adjutant, Operations Officer and Assistant Engineering Officer. The Squadron also has a new First Sergeant - Golden from the 64th Service Squadron, March Field, Calif., was transferred to us on June 5th.

55th Pursuit Squadron: This Squadron, with 1st Lieut. Clarence E. Crumrine in command, is on detached service at Camp Gerle, El Dorado National Forest, for three weeks. Lieut. Gordon P. Saville, Post Adjutant, mentioned something about good fishing there. However, the men of the Squadron are eating a great deal of ham and eggs.

Langley Field, Va., July 25th.

Mayor Crosby Thompson, founder of Fort Richmond, who died in his home on July 20th, was buried on the 24th with full military honors. While the services were in progress, three planes of the 96th Bombardment Squadron, flew overhead. They continued circling low until the casket was lowered. The Rev. A.P. Gray, West Point minister, conducted the services at the home, and Lieut.-Col. Lloyd, Langley Field Chaplain, the services at the grave. A volley of three guns was fired over the grave and taps was sounded by a Langley Field bugler.

Mr. Thompson, a graduate of Brooks Military Academy, and later Williams College, came to Virginia from Cleveland, Ohio, in 1911. He was an officer in the famous "Black Horse Cavalry escort of Presidents."

Captain Louis R. Knight left Langley Field July 23rd for his new station at the Massachusetts Institute of Technology, where he will assume his new duties as Instructor of the Air Corps unit of the R.O.T.C. at that College at Cambridge,



Mass. Captain Knight is in command of a group of 14 students who have just completed a six weeks' training period at Langley Field, learning the practical work in connection with Aeronautics, having already acquired the theoretical knowledge in their studies at Boston Tech. These fourteen scholars gained the privilege of attending this course as major students in Aeronautical Engineering at school.

Prior to Captain Knight's assignment as instructor of the Air Corps unit of the R.O.T.C. at the M.I.T., he was Director of Ground Instruction and Instructor of Training at the Air Corps Primary Flying School, Brooks Field, Texas, now located at Randolph Field, Texas.

Major Ralph I. Sasse, football mentor at the United States Military Academy, and 1st Lieut. T.A. Sims, Instructor at West Point, landed here in a BT-2 type seaplane on July 20th. After refueling and spending the night as guests of the commissioned personnel of Langley Field, they took off early next morning for West Point. Major Sasse and Lieut. Sims had visited Anacostia previous to their brief stay at Langley Field.

Captain Robert Olds, Operations Officer of the Second Bombardment Group, left on an extended cross-country July 22nd for Kelly Field, Texas. He represented Major Herbert A. Dargue, Group Commander, at the recent christening ceremonies at Macon, Ga. From there he continued on his trip to the Advanced Flying School, Kelly Field. During his absence, 2nd Lieut. Richard S. Freeman will act as Operations Officer of the Group in addition to his duties as Photographic Officer of the Second Photo Section.

Henry J.E. Reid, Chief Engineer of the National Advisory Committee for Aeronautics at Langley Field, Va., was the speaker at the weekly meeting of the Hampton Kiwanis Club on July 14th at the Hampton Roads Golf and Country Club.

#### Patterson Field, Fairfield, Ohio, July 18th.

The customary party was held at the field on July 4th, the events including: Swimming race for children, picnic supper at the Officers' Club, shooting of parachute bombs and a general fireworks display.

Officers ferrying airplanes to this station for minor repair during the past two weeks were: Lieut. Smith in a BT-2B from Schoen Field, Ind., on July 2nd; Lieut. Welsh in a BT-2 from Bowman Field, July 9th; Capt. Colgan in a BT-2B from Lunken Airport, July 11th; Lieut. Carpenter in an O-38 from Stout Field, July 12, and Lieut. Catron in an O2-H from Sky Harbor, Tenn., July 13th.

The following were cross-country visitors at this station from July 1st to 15th, inclusive: Lieut. Emyart with Lieut. Haunce; Lieut. Bisson from Langley Field, Va. - Lieut. Shea from Kelly Field, Texas - Lieut. Smith with Lieut. Houle; Lieut. Johnston with Captain Whitehead from Schoen Field, Ind. - Captain Wood; Lieut. Goddard; Lieut. Stone from Chanute Field, Ill. - Lieut. Abbott; Lt. Rogers with Lieut.-Col. Muhlenberg from Columbus, Ohio - Capt. Hine from Fort Crockett, Texas - Lieut. Crabb; Lieut. Bolen with 7 passengers from Selfridge Field, Mich. - Lieuts. Hoffman; Hart with Hodgson from Lunken Airport, Ohio - Captain Farthing with 4 passengers from Fort Leavenworth, Kansas - Captain Pritchard from Fort Sill, Okla. - Lieut. Wrisching from Stout Field - Lieut. Newhall from Chicago - Lieut. Welsh from Bowman Field, Ky.

Major A.L. Sneed, Commanding Officer, departed July 14th, ferrying an O-25B to Fort Leavenworth, Kansas, and returning in a BT-2A from Richards Field, Mo.

Officers who ferried planes to this station for major overhaul during the past two weeks were: Captain George and Lieut. Mills each an O-25A; Lieut. Horton an A-3; Lieut. Kase a P-12, July 12th; Lieut. Watson a P-12C; Lieut. Davidson an A-3, July 13th, all from Maxwell Field, Ala.; Lieut. Putt a P-12C from Selfridge Field, July 13th.

Lieut. G.V. McPike ferried a cargo of Air Corps supplies to Selfridge Field on July 7th.

Lieut. Irvine made a cross-country flight to Fort Wayne, Ind., on July 6th, and to Bolling Field, D.C., on July 8th.

Captain Polk and one passenger, and Lieut. Pillet from Randolph Field, Texas, landed here July 5rd, ferrying two Y1P-T11's from Cleveland to Bowman Field, Ky.

Technical Sergeant Cecil B. Guile, 15th Observation Squadron, was transferred to Patterson Field from Scott Field, Ill., June 24th. During the past two weeks he ferried Air Corps supplies to Chanute Field on July 1st and 2nd; to Schoen Field, July 5th, and to Selfridge Field, July 6th.

#### Randolph Field, Texas, June 26th.

Lieut.-Col. H.M. Hickam was a recent visitor at Randolph Field. In view of the fact that he assumed command of the Third Attack Group, Fort Crockett, it is expected that he will be a frequent visitor here.

On June 15th, Major Percy E. Van Nostrand, Executive Officer of the Air Corps Tactical School, and 1st Lieut. D.D. Watson, visited here for several days with a view to familiarizing themselves with training methods in use at the Air Corps Primary Flying School.

Major Hubert V. Hopkins and Captain Edwards were guests at Randolph Field

from June 16th to 18th, while on an extended cross-country flight from Washington. They expressed themselves as being highly pleased with what they found at Randolph Field.

Lieut. John T. Helms and Flying Cadet Dolf E. Muehleisen departed for Washington, D.C., June 23rd to compete in the Leech Cup Tennis matches. Cadet Muehleisen just recently won the Texas State Singles Championship. In 1930 he played on the team that won the Intercollegiate Doubles. In 1931 he won the singles and doubles in the Leech Cup matches; also in that year he won the singles and he and Lieut. Stanley K. Robinson won the Beach Haven, N.J. championship. They also won the doubles in the West Virginia State Championship. Cadet Muehleisen won the singles in the Inter-Mountain Championship in Salt Lake City, and he and Robinson again won the doubles in the Allahambra Championship. In the Open Texas Competition, Lieut. Helms played as his partner in the doubles, which they lost, but Cadet Muehleisen came through and won the singles easily.

Paired with Robinson, they recently carried off the District of Columbia doubles title.

Hqrs. 18th Composite Wing, Fort Shafter, T.H., July 12th.

Colonel John S. Fair, Chief of Staff, Hawaiian Department; Lieut.-Col. Gerald C. Brant, commanding the 18th Composite Wing; Captain Wm. M. Weiner and Lieut. Robert Hutchins, Aides-de-Camp to the Department Commander, recently returned from a 10-day tour of inspection via airplane of all military resources in the territory. Their itinerary took them to the Islands of Maui, Kauai and Hawaii. The inspection included the question of agriculture and area suitable for various crops, the development of live stock industry, etc. The facilities of the several emergency fields visited were also inspected, as well as the topography of the surrounding country.

Preparations for the annual field exercises were started on July 1st. Waimanalo Military Reservation was designated for all bombing and gunnery problems. The 4th and 50th Observation Squadrons will be the first to make their summer camp, and will be followed by the 23rd and 72nd Bombardment Squadrons. Aerial gunnery and bombing, both practice and record, will be carried out while the squadrons are in the field. The object of these summer camps is the development of individuals and squadrons, as units and as a part of the Group and Wing, to insure the proper tactical operation of the Hawaiian air force. Practically all personnel and equipment will be transported to and from the Waimanalo camps by air. The 5th Composite Group will finish their practice and field exercises on August 31st, and will turn the camp areas over to the 18th Pursuit Group, which will also occupy the ground for two months.

The Waimanalo Flying Field was the site of a party for all officers of this command and their families on June 25th. This party took the place of the Wing Organization Day celebration scheduled to take place May 1st, which was postponed because of a heavy training program. The program committee very ably arranged for a baseball game between Wheeler and Luke Fields, a tug-of-war, races and other athletic events, swimming and dancing. The celebration having been held on a military reservation, the program committee took necessary precautions that all details were covered and issued a Field Order to emphasize the importance of this gathering.

The 23rd Bombardment Squadron, commanded by Capt. Raphael Baez, Jr., successfully completed the rebuilding of its squadron area destroyed on June 15th, 1931. All the work was done entirely by the enlisted personnel of this squadron. Since last June the men have been carpenters, plumbers, electricians, painters and gardeners, and now they are ready to rest upon their creditable accomplishments. From the ashes of the old buildings a complete unit has risen. There is a large and airy mess hall, a well equipped kitchen, 14 sets of quarters housing eight men each, a commodious recreation room, a supply room and a well planned orderly room and headquarters unit. Individual quarters for the noncommissioned officers and a non-com club room will be added later, and when the flowers and lawns respond to constant care and liquid sunshine, this squadron will have the most modern and beautiful area on Luke Field.

During the months of May and June, a total of seven Inter-Island flights were made, utilizing two Douglas Amphibians, the Sikorsky Amphibian and a number of Bombing planes. These flights were made to accomplish various missions, such as the inspection of new barracks buildings, as well as landing fields and servicing equipment, transporting supplies and personnel.

5th Composite Group, Luke Field: During May, a varied training program was completed, including aerial photography, inter-plane radio communication, day and night reconnaissance, combat maneuvers, aerial gunnery on ground and on tow targets. The Group also participated in numerous Wing maneuvers, consisting of rendezvous, quick landing and taking off as a Wing unit. Cooperative missions were performed, consisting of artillery adjustment for the 11th Field Artillery; day and night tracking missions for the 64th Coast Artillery (AA), and experimental flights for the purpose of target location at long range for the Coast Artillery. With the close of the fiscal year, it is interesting to note that the Group not only almost completed the required yearly training program, but has already flown approximately 636 hours in cooperation with other branches of the service. The work with the Infantry, Field Artillery and Navy was very successful and valuable.

During May, three Wing exercises were flown by the Squadrons, the problem being chiefly one of communications and rendezvous. Two-way radio communication was used throughout the exercises, the Wing Commander, Lieut.-Col. Gerald C. Brant, controlling the Wing from the air. The 5th Composite Group was led throughout the exercises by Captain Raphael Baez, Jr., commanding the 23rd Bombardment Squadron.

Members of the Group receiving athletic awards from Gen. B.H. Wells, Department Commander, were: Lieut. Wm. M. Pryce, Jr., Sgt. Francis Vickery, Pvts. B.W. Finklestein and George Baddour, basketball medals. Track medals were awarded to Pvts. Louis A. March, Howard R. Williams, G.R. Baddour and Harry R. Beemer. Pvt. Richard Miller was awarded a silver boxing glove for being runner-up in the recent Army-Navy fights at Schofield Barracks, defeating the Navy light-heavyweight in the Division. Master Sergeant Fitch, excelling as usual, walked away from the field in the cracker eating contest on Group Anniversary Day and was awarded, for his prowess, the remainder of the box of crackers and a ticket to the Luke Field post cinema. Capt. Baez, commanding the 23rd Bomb. Sqdn., put up an excellent fight in the Squadron Commanders' race, but was beaten in the home stretch. It was later discovered that all the other Squadron Commanders had been secretly training for months prior to the race, which was supposedly a strictly impromptu affair. There oughta be a law, etc.

Major Maxwell Kirby and Lieut. Rowland Kieburtz departed aboard the USAT GRANT, June 17th. Major Dixon will arrive in September to take command of the 5th Composite Group, Luke Field. Lieut. Kieburtz will be stationed at Fort Sill, Okla. Captain James F. Powell assumed command of the Group.

Lieut. Edgar Cheattle departed on the USAT ST. MIHIEL May 3rd. After ten days' temporary duty at Mitchel Field, N.Y., in order to complete his flying and training records for the second half of the fiscal year, he was scheduled to go on three months' leave with permission to visit foreign countries.

During the current Fiscal Year the Group, in flying over 625 hours for the Coast Artillery, accomplished what is believed a record for cooperative work with other service branches. The required yearly training program is completed, excepting photography, which is due to shortage of photographic material here.

Wing Exercises were continued the past month, the problem being one of coordination of Attack, Bombardment, Observation and Pursuit in various offenses and defensive problems. On May 27th, Bombardment, Attack and Observation combined in an offensive against Pursuit and Observation acting in defense of ground installations at Wheeler Field. This mission was considered a "draw" by Col. Brant. On June 10th, however, combined forces of Luke Field, consisting of the 23rd and 72nd Bomb. Squadrons, the 4th and 50th Obs. Sqdns. (the 4th acting as Attack), launched a similar attack on the same objective and, taking advantage of local showers and broken clouds, took the defending forces completely by surprise (assumed) without any considerable losses (assumed). This was even admitted by the Pursuiters. The 5th Composite Group was led by Captain Raphael Baez, Jr.

The last match of the Post Tennis Tournament was played off, with the 23rd Bombardment winning and the 65th Service Sqdn. being a close second. The 23rd won 11 points out of a possible 16, and the 65th won 10 out of a possible 16.

4th Observation Squadron: During the month, normal flight training schedule of typical Observation and Reconnaissance missions were carried out, also artillery adjustment missions for the 13th Field and 15th Coast Artillery.

Approximately 150 enlisted men and their families were present when the Squadron celebrated a belated Organization Day with a "Luau" at the famous Kailua Beach on June 23rd. A number of officers and their ladies were also present. Baseball games, swimming and horseshoe pitching were the features of the day. A most appetizing barbecue lunch and dinner were served. Everyone had an enjoyable time.

Upon the departure of the Post Commander, Major Kirby, four members of this squadron received letters of commendation, viz: Master Sgt. A.E. Miller, N.C.O. in charge of the Post Schools; Staff Sgt. J.F. Miller, Chief Steward of the Post Exchange; Sgt. A. Assner, N.C.O. in charge of landing field at Port Allen, Kauai; and PFC T.D. Sadler, the most valuable all-around athlete on the post.

The Squadron was exceedingly sorry to learn of the transfer of 1st Lieut. Otto P. Weyland, pioneer of Observation Aviation, to the 72nd Bomb. Sqdn. We sincerely regret seeing him leave us and we all wish him the best of success and luck in the future. At the same time we are saying goodbye to Lieut. Weyland, we are welcoming 1st Lieut. David M. Ramsay, who comes to us from the 72nd.

65th Service Squadron: Our one and only airplane, the C-6A Sikorsky amphibian, was loaned to Wheeler Field for completion of searchlight and tracking missions and experimental flights for target location for the 64th Coast Art. (AA). In its place, one of the new Douglas Dolphin amphibians, graciously loaned us by the 4th Obs. Sqdn., will be used as the alert and safety airplane for inter-island flights.

On May 18th, at the annual Group Organization Day festivities of Luke Field, four squadron members were presented awards by General Wells, Department Commander, for outstanding athletic achievements in track and field during the past season. Capt. James F. Powell, Squadron Commander, was presented with the Major Sheldon H. Wheeler Trophy and the Luke Field Athletic Trophy, won by the Squadron for scoring the highest number of points in the Annual Track and Field Meet.

This Squadron held its Annual Organization Day Outing and Celebration at Nanakuli Beach, June 7th. The Squadron went by boat from Luke Field to Pearl

City, then by truck and private cars to the beach. Swimming and battling with the incoming surf and sun-bathing seemed to be the most popular diversion of the day. Many of the new members of the outfit learned for the first time the real meaning of "Sunburn" and its after effects.

First Lieut. Fred C. Fishback was placed in command, relieving Capt. James F. Powell. Lieut. Otto P. Weyland, recently assigned, will serve as Squadron Communications, Engineering and Operations Officer, in addition to his duties as Station Engineering Officer, and Station Inspector.

72nd Bombardment Squadron: Spike, the 72nd's mascot, is claiming the record for time in the air for the length of time he has been flying. Since the 1st of October he has put 140 hours in the air. This time includes bombing missions, aerial gunnery, camera obscura, radio communications and inter-island flights. During the maneuvers in February, he took part in all flights against the "Enemy" including the raids on the "Saratoga" and "Lexington," 65 miles at sea. At this time, Spike is suffering from exceeding his allotment of flying hours; therefore, he gets in only a small amount of time each month. However, during the past month he was able to get a flight to Upolu Point, Island of Hawaii, when the Squadron sent a flight of three B-5A's there to transport furniture for use of radio personnel on duty there. He is also able to get in some time each week, when the Squadron takes part in the Wing Exercises. Steps are being taken to secure a kapok coat and parachute for Spike.

23rd Bombardment Squadron: The versatility of Bombardment material and personnel was demonstrated recently by the 23rd, when a series of five missions were run between June 1st and 8th to determine the service ceiling, speed, endurance and cunning of the mosquito whose common habitat is in the marsh land of Kailua and Waimanalo. -- April 30th was Graduation Day for certain members of this organization, when Certificates of Graduation from the Inake Field Radio School were handed (after appropriate Commencement Day Exercises, of course) to Sergeant James F. Vickery, Pvts. David A. Richmire, Aubrey M. Lowe and Lloyd Clayton.

Recent changes in Squadron personnel were: 2nd Lt. Lawrence T. Pugh relieved 2nd Lt. Floyd E. Nelson as Engineering and Transportation Officer -- 2nd Lt. Wm. M. Pryce, Jr., relieved Lt. Pugh as Communications Officer -- 1st Lt. Joseph W. Benson relieved Lt. Nelson as Armament Officer -- Staff Sgt. J.H. Peters left for Fort Crockett, Texas. -- Staff Sgt. Cruz Cardenas, discharged by purchase, is on his way to accept a position with his brother in South America -- 2nd Lt. F.E. Nelson returned July 23rd on the USAT REPUBLIC after a short stay in the Philippines -- the USAT GRANT arrived June 13th, bringing Staff Sgts. Albert B. Kerns, Edward A. Peters and Joseph C. Laza, from Langley and March Fields and Fort Crockett, respectively -- 2nd Lt. Charles G. Williamson returned after a speedy recovery from an operation at the Tripler General Hospital.

Pvts. K.C. Fairchild and M.J. Griggs, 23rd Bomb. Sqdn., were placed on the eligible list for the October class at Randolph Field. It is fast becoming a tradition for the 23rd to have a man in each class at Randolph. Cadet Wilcox Wild, son of Major Herbert J. Wild, 3rd Engineers, Schofield, was the last man to be sent to the Primary Flying School from the 23rd. He is progressing well.

50th Observation Squadron: Games and a picnic lunch were the diversions at the first Organization Day picnic at Kailua Beach, May 4th, and both were thoroughly enjoyed. Major Kirby, Lieuts. Warren and Brown were our guests. The Noncommissioned Officers enjoyed an outing on Saturday, May 7th.

In the transfer of Staff Sgt. S.V. Anthon and Sgt. Fred'k Leonard to Randolph Field, the Squadron suffered its first loss of enlisted personnel since its reorganization. Corporals Suprenant and Reed are returning to the mainland for discharge from the service, as well as 7 privates. Pvt. Bynoski returned to the mainland to enter West Point, having attained an appointment thereto.

Lieut. E.N. Coates returned July 23rd after several weeks' stay in the Philippines. Staff Sgt. S.D. Mullinix, Sgts. F.R. Alford and O.T. Martin were new arrivals on the USAT GRANT, June 13th.

On July 2nd, the Squadron moved to the Military Reservation at Waimanalo for two weeks' field duty, and while there finished the Pilots' and Observers' courses in aerial gunnery for the coming fiscal year.

The Squadron Tennis Team, composed of Lieut. Lathrop, coach; Pvts. Duncan, McNeven and Kerr, finished third in the Inter-Squadron Tennis Tournament, gaining 10 points on the Atterbury-Mills Trophy.

Training for June was greatly curtailed due to the small amount of time left on the 184-hour allotment, laid down in the Directive for Air Corps Training. The Squadron, however, participated in aerial gunnery and bombing, aerial photography and night flying. There was one cooperative mission with the 13th Field Artillery (simulated artillery adjustment).

18th Pursuit Group, Schofield Barracks, T.H.: The high point of the month professionally was an inter-island flight to Hilo, Hawaii, to inspect landing and supply facilities enroute. The entire Group participated and landings were made on the Islands of Molokai, Maui, Lanai and Hawaii. Refueling took place at Upolu Point Field, Hawaii, and at Hilo. One day was spent at Hilo, most of the officers making the trip to Kilauea volcano. Officers were quartered at the Hilo Hotel and enlisted men at the Pacific Hotel. The return trip was made with a Group rendezvous at Koko Head, Oahu. All ships landed shortly after noon. The entire trip was successful from all standpoints.

Officers of this field with their families were present in full force at the Wing Picnic at Waimanalo, June 25th. This was a splendid opportunity for the Air Corps officers of the Department to get together for a good time.

During the brief stay of the USAT REPUBLIC here, enroute to the Philippines, Lieuts. Iscar Beal and Ford L. Fair with their wives were guests at Wheeler Field, visiting many of their old friends.

The Air Corps is ably represented in Schofield Polo Circles by Lieuts. Bob Oliver and Nick Crow, playing with 13th Field Artillery Freebooters. Lieut. and Mrs. Crow also featured in the Division Horse Show at Schofield Bks., June 10th and 11th. Lieut. Crow placed in several classes, and Mrs. Crow's excellent performances were rewarded by the principal trophy of the event, that given usually by the U.S. Remount Association for the best horse and rider of the Show.

6th Pursuit Squadron: Gunnery is starting early this year in preparation for a high increase in scores at Waimanalo in September. The Squadron is working daily on bombing, tow targets and ground targets, and in a week or so we expect to have our schedule worked out, our range details functioning and some good scores coming in. Much credit is due Lt. Frank J. Havelick for the time and labor spent in getting the new range, south of Wheeler Field, in shape. There was no range near Wheeler Field heretofore for ground targets, and firing on targets was done at Waimanalo. This new range will give us a chance to brush up on our gunnery and, at the same time, save a lot of preliminary work when we go to summer camp.

The Squadron carried on cooperative training with the Attack and Bombardment Squadrons the past month. A great deal was done towards ironing out some difficulties encountered in mass attacks on these types of planes.

Lieuts. Sterling and armagost returned to the Squadron after a month's diverting duty at the School for Bakers and Cooks. The same day, two ornate picture frames were ordered for the proper preservation of the hard earned sheepskins.

19th Pursuit Squadron: Lieut. Wm. R. Morgan and family are recent arrivals, having come from Selfridge via Chanute. They are now at home on Wahiawa Heights, awaiting available quarters on the post.

Mrs. John M. Holmes presented her husband with a son and heir recently. So gratified was "Softy" at the successful outcome that he not only handed out the customary cigars, but presented Mrs. Holmes with a brand new Hupmobile coupe. Lt. Holmes and family are daily to be seen tearing about the Island with their new possessions.

The Squadron regrets the loss of Capt. Aubrey C. Strickland, our former commander, and Lieut. Henry W. Dorr. The former was ordered to Kelly Field and the latter to Langley Field. -- Several tow target missions for the 64th Coast Artillery (AA) were flown and, from the training point of view of the 64th Coast Artillery, all missions were successful. -- Lt. Don Sheets, usually so modest and retiring, decided to get himself some favorable publicity recently, and hit upon a timeworthy, if slightly overworked, method. Coming in for a night landing with the Sikorsky, he decided that his chances of rolling too far would be lessened if he made no use of wheels. Accordingly, he slid to a rapid stop with very minor injuries to his ship. Don claims he was unaware of the occurrence until he tried to turn and taxi to the line. -- Lieut. Kershaw is spending several weeks' leave on the Island.

26th Attack Squadron: Flying training for the 26th for May included defensive operations against Pursuit, continuing the cooperative work begun last month, and radio telephone communication work. Practice firing was begun both on ground and tow targets, together with practice runs on the bombing range at Haleiwa. For the most part, the radio telephone work was confined to the lead ship in formation flying, but due to frequent changes of leaders, practically every pilot had a chance actually to carry out a mission, following the radioed instructions of the Group Commander. -- We are glad to welcome Lieuts. Napier and Miller, transferred to this Squadron from Luke Field. -- The close of the year finds most members of the Squadron with their allotment of 200 flying hours practically used, so they must perforce remain on the ground the latter part of June. In addition to the much anticipated trip to Hilo, flying operations for the past month included Aerial Gunnery on ground and tow targets, simulated bombing on the range at Haleiwa, and a number of aerial navigation and rendezvous problems. -- When the REPUBLIC arrived June 1st, it carried four passengers for whom the Squadron had a special welcome and Aloha - Lieut. George McCoy, Jr., returning from leave in the States and accompanied by his bride, and Lieut. and Mrs. Casper P. West. Lieut. West was transferred here from Chanute Field, Ill.

75th Service Squadron: The Squadron received, assembled and put into operation two caterpillar, ten horsepower tractors, one equipped with hoist and one without. The Engineering Department is expecting great results from these little fellows. -- The gold craze literally descended overnight upon the 75th, resulting in a new nine-hole adolescent golf course adjoining the east side of the Squadron area. This new venture into the realm of sport and recreation has proven the most popular of all games with the personnel of this Squadron. -- Lieut. Tourtellot, Squadron Commander, returned from a short leave, getting in a lot of golf and fishing. Lieut. Eareckson was temporarily in command during his absence. -- Lieut. Bassett departed for the mainland on a month's leave recently. He will return to this station, having requested an extension of one year on his tour of foreign service. -- Applicants for transfer to the Air Corps are now being given "trade tests," under the direction of Lieut. Eareckson.

Rambling Digressions of an Observer from Kansas City, Mo.

Whoeee! its hot...lots of chatter...Army Appropriation Bill...How about the Reserves?...What! no flying time yet?...Where is that fan?...Wonder if I could wangle a trip to Leavenworth...due for a 64...better wait until tomorrow...feel better after some sleep...What's this Air Corps News Letter...See if my name is in it...not a publicity hound...of course not...just curious...Boston...or thereabouts...a comment on our last article...more power to the boys from that Corps Area...glad to see the old Esprit de Corps crop out...can't be serious though... New England flattened out is about the size of a dollar or a dollar and a quarter...In the west we have wide open spaces...What's that going on up on the bulletin board? Hope its good news...seems to be some excitement...let's get an eyefull...Volunteers for the trip to the Speed Boat Races at Warsaw, Mo....Do I want to go or do I want to go?...Hey! Cap, put me on that list...Hear that new lake is great stuff...Big new dam at Bagnell...across the Osage...Right down in the heart of the Ozarks...1750 miles of shore line...big lake for we all in the west...plenty of good fishing...bass...perch...croppie...jack salmon...summer resort country...stamping around of the Big and Little Osage Indians...caused settlers plenty of trouble around 1804-5...now oil millionaires...great stuff...oil...makes folks rich...wish I was rich...Gosh! its hot...lots of hillbillys down in that country...razorback hogs...corn...squirrels...no thought of depression...they have always had it...poor in purse and rich in leisure...say! let's get going...What's this...another invitation...Lieut. Clare Bunch...yes sir! down in the same neck of the woods...Camdentown, Mo....for a week end...only 40 miles from Warsaw...put me down for that too...better break out the bathing suit and fishing tackle...just a few things...don't anticipate women...female trouble on a trip...bad medicine...Say! who is on that list anyway...Come on Cappy, break down and issue orders...Well, well! will wonders never cease...At last...2nd Lts. "Tony" Hunter and "Spike" Poquette...just a couple of Cappy's Precious Pets... all 2nd Looeys are Precious Pets...well someday they will be promoted and become Rollicking Roues...now for the Broken Down Roues...this trip must be successful.. sure enough there they are...Captain W. Shakespeare Green, 1st Lieut. "Woff" Lewis...who's the leader...why none other than that indomitable character 1st Lieut. Graham M. St. John accompanied by Pvt. Bullard...looks like this trip is going to be promising...this bunch goes to Warsaw and Camdenton on Saturday morning...the rest follow Sunday morning for Warsaw...everyone returns Sunday before sundown...Saturday morning...shoving off early...two PT's...one BT2B...get these in any kind of a field...claim they have good landing fields...Maybe yes...maybe no...maybe! I don't know...still hotter than the hinges of hades...getting altitude...cooling off...couple of line squalls...some dust clouds..rain clouds..getting so the heat is bearable..Gosh! these PT's are slow..wish we had all service type equipment...some day I'll speak to the manager of this man's army..At last, the airport at Warsaw...plainly visible from the air..1500 foot runways..sod taken off..Say! look at that sock on top of the silo whirl around..wind from all directions..right on the edge of that storm..Poquette with Bullard as passenger going in first..look at that PT bump..For God's sake..look below..a bounce..a flip..upside down..wasn't there an order out against crackups..someone is due to catch it..first crack up since the Lord knows when..I wonder if anyone is hurt..sure is a case for old Doc Fairfield Air Depot..complete washout..better hurry and get down..may need some help..Nope there they are crawling out from under.. Wonder what the alibi is going to be..better be good..but not good enough in any case..there goes the other ship in its okeh..well we're in safe..now to pour it on the unfortunate..what a silly grin..my..my..Poquette's trip ended for the present..better remind him of the fact that he is eligible for the "DISORDER OF THE FLYING MOO MOO"..a plaque which hangs in the headquarters of the Association. adorned with a silver winged cow and a silver dumbell engraved with the names of Air Reserves.."Awarded now and then to those daring Birdmen of the Air Corps Reserve whose intelligence, quick wit and prompt action so closely resemble that brave intrepid animal THE COW"..My Hero..Here comes some of the Warsaw home town boys..I declare if they aren't greeters from the Chamber of Commerce..lunch.. sure..had it on the mind all the time..Fried chicken with all of the trimmings.. I like Warsaw better..back to the field..better send a wire that the O-1's can get in okeh..on our way again..headed for Camdenton..Sorry Poquette and Bullard can't continue the trip..Quite a bit cooler now..beautiful lake winding and curving through the hills..country spread out beneath us in scenes in which cliffs and high table lands..bottoms and barrens..naked hills and heavy forests.. rocks and streams..all follow each other in rapid succession and wonderful variety..peaceful..harmonious..picturesque..sublime..what's that..a fire..sure enough..must be some campers..No sir! a moonshiner's still..sure far enough away from everything..no habitation..imagine my embarrassment..no place to land.. what's this?...a beautiful castle..set up high on the peak of a mountain..Oh yes! Ha Ha Tonka..name like a joke..Looks just like a feudal castle on the Rhine..Bet old Elue Beard would like to have that for his castle and his women..just the place if you had lots of the old nasty lucre..good idea though..just a dreamer.. finally and at last..Camdenton..not a very big town..County seat..airport just a block from the Court House..Sure..Why not? Bunch's father..presiding judge of the County Court..got a hangar on the Airport..population out en masse..first time two airplanes have landed on the airport at the same time..curious natives.. how much mileage do you get out of them there tires?..Ho hum..Bunch greets us with open arms..motor over the gravel roads..motor boating..swimming..dinner.. everything swelegant..change clothes..go fishing..it's morning anyway..sleep on

the fishing trip..no fish..who cares..needs must we start early for Warsaw to meet the rest of the squadron..chiggers and mosquitoes..only bites..ten thirty AM and off for Warsaw..eleven o'clock..Sunday morn..land at Warsaw..Here comes the four O-1's..Captain William B. Wright leading..how those boys do strut their stuff..back and forth..Vee formation..inverted Vees..stacks..in line..echelon..etc..how those boys put those ships in there and hold them..plaudits from the crowd..everyone assembled to see the speed boat races..diverting attention..landing..of course no more accidents..those boys are really good..let's see who they are..Captain William B. Wright, leader..2nd Lieuts. Jimmy Going, Chuck Dailey, R.A. Morehouse, E.A. Jaquish, E.P. Curry and H.F. Cook..lunch again at the hotel..motor boat to watch the races..speed..speed and then more speed..pumpkin seeds powered with Evinrudes and Johnson Sea Horses..Plenty of RPM's 6000 or 7000..anyway sound like it..one does a Poquette and flips over in the water..too dangerous..let's start for home..great time..dandy people..need some sleep..bound for Richards Field at last..What no flying time..well then..Where and When is the next cross-country?..Say I wonder if I could wangle a hop to Leavenworth?..Due for a 64.

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#### Nichols Field, Rizal, P.I., July 6th.

We have been participating in radio controlled problems which have been fairly successful. These new tactics offer great promise and are being well advanced under Major Brooks' supervision. We are using camera guns in these problems and the result of the last effort resulted in one hit for the Pursuit at 135 yards and forty-four hits at 300 yards for us.

Three ships of this unit made a trip around the Southern Islands from the 9th to 13th. The first night was spent in Iloilo; the second in Zamboanga; the third in Jolo, and return to Zamboanga; the fourth day, Zamboanga to Keithly to Del Monte; the fifth day, Del Monte to Tacloban to Nichols. During the visit to Jolo, the officers visited the Sultan of Sulu at his summer palace. Most of the establishment is a wreck, having been knocked over by the typhoon in April; but the Sultan was getting his place back in shape slowly. Many valuable trophies were brought back to serve as mementoes of the trip. The personnel of the flight were Major Brooks, Captains Black and Person, Lieuts. Greer, Engler, Colman and nine enlisted men. Several valuable pictures were secured by Lts. Colman and Engler of the Sultan, who does not ordinarily pose for photographers, and of the palace guard. These guards were small fellows, but with their Remington carbines and barongs they look big enough.

Captain John G. Whitesides and 2nd Lt. Richard D. Reeve arrived on the USAT REPUBLIC on June 17th.

First Lieut. James S. Stowell, who has been acting C.O. of the 66th Service Squadron during the temporary absence of Capt. V.L. Burge, is scheduled to return to the United States, via Suez Canal, on or about July 3rd.

#### Selfridge Field, Mich., August 2nd.

On July 19th, a golf team of eight officers from Wright Field, captained by Lieut.-Col. A.W. Robins, was defeated by a Selfridge Field team, captained by Major George H. Brett, in a decisive manner. The Wright Field group, however, are bent on revenge in the near future, when a return match will be played at Dayton.

Lieut.-Col. Jacob E. Fickel, Office of the Chief of the Air Corps, visited this field on July 25th on business relating to buildings and grounds.

#### Hawaiian Air Depot, Luke Field, T.H.

During the period April 25th to June 20th, inclusive, the Depot completed major overhauls on 4 P-12B, 1 LB-6 and 5 P-12C airplanes. Repairs were completed on 4 O-19B, 1 C-6A, 2 Y1C-21 and 3 O-19C airplanes. This completed the tail wheel installation on the O-19B's. Various jobs, such as installing range finding equipment in Y1C-21 #32-282, for use in cooperation with the Coast Artillery, and inspecting and replacing parts in the R-975E engines in our three Douglas airplanes were accomplished at the same time.

The Engine Repair Section overhauled 6 SR-1340-D, 6 R-1750-B, and one each V-1150-C, SR-1340E and R-1340C engines. In addition, six R-975E engines were repaired. One R-1340-D engine was surveyed during the month.

The advent of so many airplanes constructed of metal has begun to be felt in the sheet metal shop. There is no doubt that the repair of metal aircraft assemblies is much more costly at the present stage of metal development than the repair of fabric covered or welded tubing assemblies.

During the period April 25th to May 20th, the Machine Shop and sub-departments completed 41 jobs on work orders and 407 jobs on construction slips.

On May 14th, the Depot was inspected by Lieut.-Col. Gerald C. Brant, Air Officer, Hawaiian Department, accompanied by Captain Byron T. Burt, Wing Opera-

Continued on page 328



A wild and wooly baseball game on July 12th between the 27th and 57th Squadrons, Selfridge Field, Mich., decided the baseball championship of that field. The 27th will soon be the proud possessor of a silver cup to be presented by the Post Athletic Officer in reward for their baseball skill.

The 27th had the lead in the League during most of the series, but at the end the 57th played really good baseball to defeat the 27th, 17th and 94th in three successive games to tie the 27th with a .666 percentage. Unfortunately for the cause of good baseball, all squadrons had to go to Chicago for two weeks before the play-off, and during those two weeks all the baseball players got greasy fingered, near sighted, and rusty jointed. The final score of the play-off championship game, 16-9, shows what a basketball game that baseball game was. However, all agreed that the best team won, and that is the important thing.

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After losing two games to Kelly Field, Randolph Field and Fort McIntosh, the Fort Crockett baseball team took two games from the Brooks Field nine at Fort Crockett on July 9th and 10th. To date the Crockett nine has played 13 games, winning 7 and losing 6. Hughes and Pulliam are taking the mound honors, while Lieut. Randolph B. Wood is playing a great game at third base and hitting for extra bases. Lieut. Earle T. MacArthur, with Lieut. Wood as his assistant, is managing the post team since the transfer of Lieut. Truman H. Landon. Lieut. Nathan F. Twining relieved Lieut. Landon as Post Athletic Officer.

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In a ten-inning thriller, the Fortress Monroe Artillerymen captured a 6 to 5 verdict over the Langley Field Airmen to net the championship playoff of the Southern District honors of the Third Corps Area "even stephen," each team having registered two victories. It was a nip-and-tuck pitcher's battle, with one team forging ahead in one inning only to see the other club taking the lead away the following stanza.

Langley Field seemed to have things all their own way, capturing two straight games with the Redlegs of Monroe, but in the third contest the Artillerymen wheeled out their big guns, fired a 16-hit salvo which they translated into eleven counters to score their first victory. Langley scored 7 runs in this contest.

Langley captured the first contest 6 to 1, with "Ace" Thomas, fork-armed slab artist of the Airmen, enjoying a banner day on the hill. Spectacular play afield by Jeanette and Sodastron of Langley was the outstanding feature of this contest. The second contest was a tight one, Langley nosing out the Fort Monroe boys by the score of 2 to 1. Both Hoens of the Aviators and Ingle of the Artillerymen pitched creditably, but the former put the game on ice for his side by rapping out a circuit drive after two men had been retired in the 7th.

Fort Monroe gained the edge in this 7-game series by capturing the fifth contest, but "Red" Tyrell's home run in the seventh inning of the sixth game proved to be the deciding factor in Langley's 7 to 6 victory.

Although outhit 9 to 4, the Birdmen were not to be denied and captured the seventh and deciding game in the playoff for baseball honors of the Southern District, Third Corps Area, scoring two runs against one by Fortress Monroe.

In the opening game of the Third Corps Area baseball finals, Langley Field slaughtered the Fort Hoyle Field Artillerymen under a 15 to 2 count. Thomas, slab artist of the Flyers, allowed his opponents but five scattered hits.

By virtue of their 4 to 1 victory over the Engineers from Fort Humphreys, Va., on July 23rd, Langley Field advanced nearer their goal for baseball honors of the Third Corps Area. Hoens pitched a great game, allowing five scattered hits and striking out seven. His hitting was also timely, as was that of Hamm, Langley's guardian of the initial sack.

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The Luke Field baseball team, after a good start in the first round of the Sector-Navy League, let down in the beginning of the second round and lost two games, one to the Marines and one to the Harbor Defenses of Honolulu. These two teams, being tied for last place, feel proud of their victory over a team now tied for second place.

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The Wheeler Field baseball coach had the following to say as this issue went to press: "As an indication of the closeness of the 'Red Dirt' League (Schofield Barracks, T.H.) this season, figures show that there are two teams



tied for many positions, with the leaders only one game ahead of the pack. The Wheeler Field Fliers are tied for second place, with a crack at the leaders scheduled for next week's game. The boys have built a reputation for being one of the best batting teams of the league. Cheeseman is capable of supplying good enough pitching to win most of the games in these parts, and O'Neil is batting 1000 percent as a pinch hitter. Base running is one of our outstanding weapons, with McMichael leading in stolen bases. To date, 15 games have been played - 11 won and 4 lost."

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#### Hawaiian Air Depot (Continued from page 32a)

tions Officer. The Colonel expressed satisfaction with the functioning and appearance of the Depot.

Chief Clerk David L. McClelland and Mrs. McClelland, of the Supply Section, Hawaiian Air Depot, sailed for the mainland on the ST. MIHIEL, May 3rd. Mr. McClelland has been Chief Clerk in the Supply Section for a period of four years, and credit is due him for establishment of an efficient supply system. The personnel of the Hawaiian Air Depot regret losing the McClellands, and extend their best wishes for Mr. McClelland's continued success in his new assignment at the Materiel Division. Other Depot employes who are on leave are Mr. P.H. Holohan, who with Mrs. Holohan is enroute to Ireland; Mr. Max Zinsman, who is also enroute to Europe, his destination being Germany; Mr. and Mrs. W.W. Harris and Mr. Richard Bishop are visiting relatives on the East Coast; and Mr. and Mrs. Harry F. Williams and Mr. and Mrs. Richard T. Harrison, and their families are spending their vacation in Texas.

On July 1st, a picnic was given by the Hawaiian Air Depot Welfare Association at Waimanalo, which was the first anniversary of the organization of the Hawaiian Air Depot. Lots of good food, swimming and inter-department athletic contests were on schedule, and over 350 persons attended.

At the farewell party and Aloha Dance for Major Kirby, Captain Greene demonstrated the latest ideas in sausage grinders. Captain Greene hasn't explained yet why the black and white weiners came out the little end when a red cat and brown dog were thrown in; or why the red ones came out when the black and white dog went in. However, when last seen, he had a smoking slip-stick, a determined look in his eye, and his clerk said "shush" when he came in.

Lieut. Baylor, our capable Assistant Supply Officer, has found a new use for the ends of the lower wings on O-19 airplanes. He is gradually moving the Quartermaster coal pile onto our flying field and says "it saves the brakes." Captain Greene feels that the Quartermaster should move their own coal.

Master Sergeant Colby, from Brooks Field, joined our force and will be found in the Final Assembly hangar hereafter. Welcome, Sergeant Colby! Captain Burt has had his eye on you for some time. Rodgers Airport isn't so far away, but it takes a half hour to make the trip just the same.

#### Albrook Field, Canal Zone, August 1st.

The enlisted strength of the post has been augmented by 25 men of the 78th Pursuit Squadron, placed on detached service from France Field. The remainder of the Squadron is expected soon. Major Edward C. Greene, M.C., was transferred from France Field and has taken up the duties of Post Surgeon. - Major Robert C. Candee, upon his arrival in the Panama Canal Department, was assigned to Albrook Field. -- Captain James C. Browne, QMC, was transferred from Corozal, C.Z., and is now Post Quartermaster. -- Lieut. Frank D. Sinclair, 78th Pursuit Squadron, France Field, is on detached service at this station. -- The strength of the command is 14 officers and 153 enlisted men.

Lieut. and Mrs. Lehman entertained the officers and ladies of the post at dinner in their quarters on July 9th, after which the monthly dance of the Officers' Club was held at the Mirimar Club in Panama City.

The monthly card party was held at the home of Lieut. and Mrs. Lehman on July 20th.

#### THE COVER DESIGN

The cover design for this issue of the News Letter, and which, by the way, is one of the most attractive thus far received, is the work of Private, 1st Class, LeRoy Bendixen, of Hqrs. 18th Composite Wing, Fort Shafter, T.H. In addition to being of aeronautical significance, it has just enough Hawaiian atmosphere to make it interesting.

We are still waiting for more designs from artists among Air Corps personnel and others interested in the News Letter.

# THE HISTORY OF THE UNITED STATES

## CHAPTER I

The first part of the history of the United States is the discovery of the continent by Christopher Columbus in 1492. He sailed from Spain in search of a westward route to the Indies, and after a long and perilous voyage, he landed on the island of San Salvador in the West Indies. This event marked the beginning of European contact with the Americas.

The second part of the history is the period of exploration and settlement. Spanish explorers such as Hernan Cortes and Francisco Pizarro discovered the rich resources of the Americas, leading to the conquest of the Aztec and Inca empires. English explorers like John Cabot and Christopher Columbus also sought to establish trade routes to the East Indies, leading to the discovery of the North American continent.

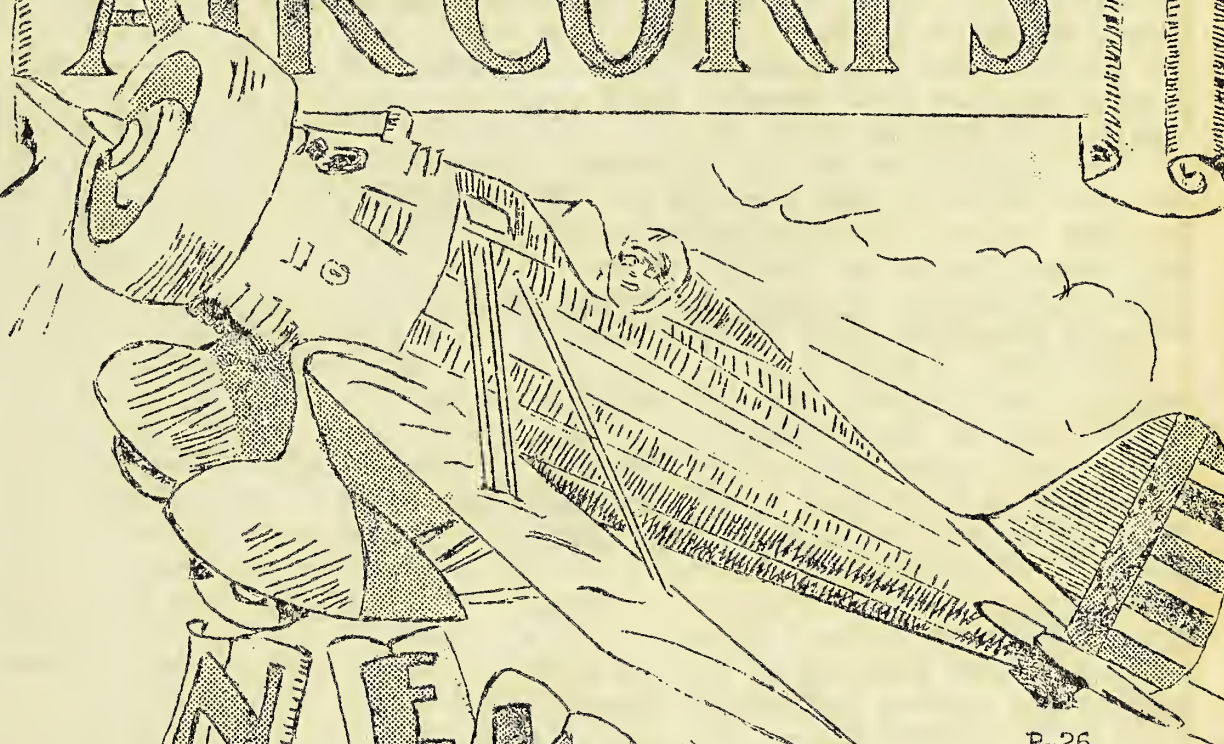
The third part of the history is the period of colonial expansion. The English established colonies in North America, and the French and Dutch also established colonies in the region. The colonies grew in population and economic power, and they began to assert their independence from their European parent countries.

The fourth part of the history is the period of the American Revolution. The colonies, led by the Continental Congress, declared their independence from Great Britain in 1776. The Revolutionary War followed, and the United States emerged as a new nation. The Constitution was drafted in 1787, and the United States entered a period of rapid growth and expansion.

The fifth part of the history is the period of the Civil War. The issue of slavery divided the nation, and the Civil War broke out in 1861. The Union emerged victorious in 1865, and the Reconstruction period followed. The United States emerged from the Civil War as a more unified and powerful nation.

The sixth part of the history is the period of the Industrial Revolution. The United States experienced rapid economic growth and industrialization in the late 19th and early 20th centuries. The United States emerged as a world power, and its influence was felt around the globe.

# AIR CORPS



P-26

# NEWS LETTER

ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

August 27, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from the Fields.

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#### THE MISSION OF BOMBARDMENT

In a recent address through Station KFXM, San Bernardino, Calif., 1st Lt. Charles H. Howard, 11th Bombardment Squadron, March Field, Calif., gave a very interesting discussion on the subject of "The Mission of Bombardment." Lieut. Howard's address was as follows:

Textbooks give as a definition the quite obvious statement that "Bombardment aviation is that component of an air force, the primary function of which is to destroy objectives on land and sea by means of projectiles dropped from airplanes." Unfortunately, the problem so simply stated is not so simple of accomplishment, involving as it does, the design and production of the airplane, the training of the pilot and bomber, the development and production of suitable bombs and of sighting apparatus that will insure accuracy in dropping.

The story of civilization, through every race, is filled with symbols, drawings and writings indicative of man's age old ambition to fly, and we may be sure that along with any conception of flight came also the idea of dropping missiles on the heads of the enemy.

The earliest record of aerial warfare of this type is found in the Mahabarata in India, dated about 600 B.C., from which it is quoted that the enemies of Krishna "built an aerial chariot with sides of iron and clad with wings. The chariot was driven through the sky till it stood over Dwarka where Krishna's followers dwelt, and from there it hurled down upon the city missiles that destroyed everything on which they fell." But even though the written record of aerial bombardment has its beginning in ancient mythology, we must drop down some two thousand five hundred years to find the first actual use of the airplane in the role of bomber.

From all accounts this occurred in 1911, during the Italian campaign in Tripoli. Apparently, the effects were largely moral, the material damage being slight. The next use of the aerial bomb was by the Spanish forces in the Moroccan campaign, where it came as a cooperative effort with the ground troops.

On August 30th, 1914, with the enemy almost at the gates of Paris, a single German airplane appeared in the evening sky and loosed on the city a shower of small bombs, accompanied by a note saying - "People of Paris! Surrender! The Germans are at your gates! Tomorrow you will be ours!" The comparative damage done by note and bombs is not recorded. It is from this raid that aerial bombardment of the World War may be said to date.

The Germans early recognized the value of long distance bombing and proceeded with the organization of special bombardment units designed to attack the manufacturing cities along the English coast. However, due to limitations of the aircraft, it was not until the 21st of December that they succeeded in reaching their objective and dropped several bombs near Dover.

Aerial activity on the front constantly increased and all the belligerents kept up continuous raids on the front lines and on munition dumps and railroad yards immediately to the rear. From the scattering efforts of the first part of the war, in which one or half dozen airplanes participated, bombardment aviation, at the time of the Armistice, had developed into a major arm in which literally hundreds of airplanes carrying tons of bombs took their part.

America's effort at bombardment began with a raid by the 96th Squadron the 12th of June, 1917. They were equipped with the French Breguet Bombers, American machines not yet having appeared on the front. It was after the St. Mihiel offensive that our First Bombardment Group was organized, and among the four squadrons forming it we find the 11th Squadron, now part of the 7th Bombardment Group and the First Bombardment Wing at March Field.

During the first years of the war, many and varied types of planes were employed as bombers. The same machine used in observation work was found in bombard-

ment squadrons. The bomb load was necessarily limited to some hundreds of pounds; the carrying and releasing mechanisms were crude, the bombs in some cases having been heaved overboard. Sighting devices had not been developed, and accuracy was largely a combination of the pilot's skill, luck and experience. The bombs were crude affairs, being in the earlier stages largely supplied from reworked artillery shells.

The year 1917 is marked by the appearance of the modern two-engined bomber of which the Handley Page was the British version and the Gotha that of the Germans. Both these machines were capable of carrying nearly a ton of bombs but, due to their huge size and slow speed, were used almost entirely at night. As the war progressed, the value of bombardment aviation became increasingly apparent to the Allies to the extent that the British planned an increase in their air force from 86 squadrons, with ten for long distance bombardment, to 179 squadrons, of which 66 were to be for long distance bombardment. The plans of our own forces contemplated the formation of 101 bombing squadrons with 1600 planes by July of 1919.

It is out of this crucible of the World War that modern bombardment aviation is molded. We say molded advisedly, for with the realization that practical aviation is scarcely more than a decade old it would be foolish, indeed, to crystallize one's ideas in the face of ever changing improvements. However, the experience of the years from 1914 to 1918 has given us some very definite ideas of what is desired in a bombardment plane. We have, for convenience, divided our requirements into two general types called light and heavy bombers. The line of demarcation has been arbitrarily drawn at a load of eleven hundred pounds for the light, and two thousand pounds for the heavy bomber. It has been generally assumed that the light bomber would be a much faster plane and able to carry on its mission in daylight. Recent developments give rise to the belief that we may have our heavy bombers equalling the speed of the other type and both approaching the speed of the present Pursuit plane. The study of the requirements of any airplane soon convinces one that each design is a compromise among a number of desirable features. Some of the essential elements of a good Bomber are: bomb carrying capacity; speed; radius of action and range; ceiling or operating altitude and rate of climb; defensive power; landing speed; maneuverability; field of view; ease of maintenance and reliability. A few of the more important qualities will be taken up briefly.

By bomb carrying capacity we mean not only the ability to lift the necessary weight but also such structural arrangement as will allow us to carry this weight either as one large bomb or several smaller ones. In the case of the light bomber, we should be able to distribute the load as one 1100, two 600 or four 300-pound bombs. The need for this ability to carry various sized bombs arises from the variety of targets which it may be necessary to attack. It is useless to drop ten 100-pound bombs on a target that we know requires a direct hit from an 1100-pound bomb. It is equally useless to drop 1100 pounds in one lump when greater damage can be done by a series of smaller explosions over a greater area.

Closely related to bomb carrying capacity is the radius of action and range. Modern conception of bombardment anticipates actions to a depth of some 300 to 400 miles in enemy territory or, in the case of the defense of our shores, an equal distance out to sea. It is unnecessary to point out that a plane making such a flight must be able to return to its base without landing. This imposes a severe penalty on load carrying due to the huge amount of fuel required.

Speed! In this one word we have the essence of aircraft employment, whether commercial or military. Heretofore it has been necessary to make considerable sacrifice in this vital requirement in favor of carrying capacity. Two elements now dictate that more consideration be given this feature. They are, the high speeds developed by the modern Pursuit ship and the increasing accuracy of anti-aircraft fire. With fighting planes making speeds up to 250 miles per hour, it is obvious that Bombardment at 100-miles per hour cannot hope to perform its missions without tremendous losses. The increased problem for anti-aircraft resulting from high airplane speeds can be readily appreciated when it is known that a plane flying 100 miles per hour at an altitude of 15,000 feet travels some 1800 feet forward while the shell is in flight, while at 160 miles per hour it travels nearly 3,000 feet in the same time, not only making the sighting and computing of data more difficult but giving the plane that much more room in which to maneuver.

Under defensive power we find what is to the speaker one of the most fundamental requirements of a good Bombing plane. By defensive power we mean the pro-

vision of sufficient machine guns to withstand the attacks of pursuit airplanes. However, in considering this question we must think, not of a single airplane but rather of from nine to thirty-six planes flying in formation. One of the greatest lessons of the World War was the effective mutual support achieved between Bombers when flown in close formation.

Another important attribute of the ship must be reliability. Not only from the expectancy of having it in service every day and able to complete each mission without mechanical or structural failure but from the standpoint of moral effect on the crew, who feel that no matter how tough the fight or dangerous the mission their ship will do its part. Absolute confidence in the airplane cannot be overestimated as a morale contributing factor. With this in mind, the Air Corps insists to the utmost on the best in materials and design in their equipment. It is largely through the rigid Government requirements that civil aviation has developed its present degree of reliability and safety.

Representative of the present Bomber equipment of the Air Corps are the two types now in use at March Field. The Keystone Bomber, with which the 9th and 31st Squadrons are equipped, is of the biplane type, with a wing spread of 75 feet, a weight empty of 8,000 pounds, two air-cooled motors of 575 horsepower each, a crew of five, a bomb load of 2,000 pounds and a top speed of 120 miles per hour. The 11th Squadron is equipped with the Curtiss Condor, also a biplane type, with a wing spread of 90 feet, a weight empty of 9,000 pounds, two water-cooled V-type motors of 625 horsepower, a crew of five, a maximum bomb load of 4,000 pounds and a top speed of 143 miles per hour.

Several manufacturers have under development Bombing planes embodying to the fullest degree the desirable features previously enumerated. These newer developments show a trend away from the familiar biplane to the monoplane type. One such ship, of which a sample is undergoing test, has a single thick wing into which two 600-horsepower motors are carefully streamlined. The fuselage is small and so round and long as to resemble a cigar. The bombs are carried underneath the wings and not inside the fuselage as in present types. This ship, with its unofficial speed of over 180 miles per hour, marks a definite step forward for this type. Another prominent manufacturer has developed a light Bomber known as a "gull wing" type, so called because when viewed from the front the wings drop into the fuselage as do those of a sea gull. This machine is powered with two 600-horsepower V-type liquid-cooled motors and does something like 200 miles per hour. These two machines are indicative of present day Bombardment types and mark a distinct advance in design and performance.

High performance airplanes are just one of the problems of Bombardment aviation. To many people a bomb is just so many pounds of dynamite, but to the initiated it resolves itself into a complicated mechanism of design, production and operation into which have gone years of research. As noted before, demolition bombs have been more or less standardized, according to weight, into a series which include 100, 300, 600, 1100 and 2,000-pound bombs. There are numerous other specialized types, including those used by Pursuit and Attack squadrons. These bombs are not to be thought of as just a container for the explosive. They must be built strong enough to penetrate heavy concrete and earth gun emplacements and certain types of protective armor.

This matter of penetration brings up the problem of designing a fuze that will not explode the bomb on impact but will give an appreciable delay and penetration before going off. The idea of dropping 2,000 pounds of TNT from a height of three miles and having it so educated as not to go off instantly is one to which the Ordnance Department is giving much thought. In order to insure that a bomb once launched will proceed along a predetermined path, it has been necessary to provide them with fins somewhat after the manner of a Zeppelin. So equipped, the modern bomb has a remarkable degree of accuracy in its fall.

But this accuracy goes for naught unless we have some means of determining from what point the bomb must be released to hit the target. The fact that the plane at the instant of dropping will be going over 100 miles per hour makes quick and accurate work necessary. An airplane, unlike a dirigible, cannot hover over the target. On the contrary, it will be making its maximum speed. The bomb, then, will leave the ship in a horizontal position, with the same forward velocity as the plane. In falling, the nose gradually drops and the bomb becomes more nearly vertical as it falls. Were it not for air resistance, the bomb would, if the airplane maintained its course, strike directly underneath it. Experiment has shown that a bomb released at a speed of 180 miles per hour from an altitude of 15,000 feet requires 32 seconds to reach the earth. In that time it will have

traveled forward some eight thousand feet, or about a mile and a half. When it is remembered that there is only one point on our course from which, under these conditions, this bomb will travel to the target, the problem confronting both the sight designer and the bomber is appreciated.

That progress has been made in the design of sights is indicated by the fact that the present instrument is five times as accurate as the best sight used during the war. Results, however, still depend on the training, skill and experience of the bomber. It is with the idea of reducing the personal factor that development is being continued. The ultimate achievement along this line is a sight with a small telescope which, when kept on the target by the bomber, signals the pilot for changes in direction and at the proper instant automatically releases the bomb.

Having thus far equipped ourselves with the mechanics of Bombardment aviation, we may turn to a consideration of the targets against which such equipment may be used. Contrary to general belief, heavy Bombardment rarely concerns itself with operations primarily against personnel. Their mission is the destruction of munitions factories, air depots, docks and shipyards, heavy fortifications, munitions dumps, railroad centers, aqueducts and reservoirs and naval vessels of all types.

This matter of targets brings closely to home the subject of the defense of Southern California. Surrounded as it is by a ring of mountains, with few passes, and with its shores offering possible landing places for enemy troops, it appears as a most vulnerable spot, particularly to an attack launched from the sea. The damage or destruction of the Los Angeles water system, the harbor at San Pedro, the huge stores of oil and gasoline, or the highways and railroads through the mountain passes would be disastrous. It is not hard to imagine the havoc and confusion resulting from the bombardment of a rail center such as our own here in San Bernardino.

But in picturing a defense from such a possibility, we must not lose sight of one factor common to all air defense, a factor which, ultimately, will bring all thought of the protection of our country to the realization that the air force must be our first line of defense, ready at a moment's notice to take the field against any threatened attack, whether on the Atlantic or Pacific, and destroy or hold off any foe while the mobilization of our military resources is completed. This factor is mobility, the basic attribute of this arm which makes it possible to move a thousand miles over night and immediately go into action.

And in conclusion I would leave with you this thought; that while the nations of the world in conference make much of the abolition of certain weapons of war, these same nations have under development even greater air fleets than any contemplated by our own country. And as for ourselves, committed as we are to a policy of defensive warfare only, we should remember the oft quoted axiom that "the best defense is a strong offense" and that Bombardment lends itself most powerfully to that role.

And as you see these aircraft in maneuvers over the cities of Southern California, remember that they are your first line of defense, a part of our national insurance against hostile aggression and for peace.

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#### EXCELLENT RECORD IN GUNNERY AND BOMBING IN HAWAII

A large number of officers in the Hawaiian Department qualified as Expert Aerial Gunners and Expert Aerial Bombers during the 1932 training period. Practically every officer exceeded his score of last season. First Lieut. Otto P. Weyland made the highest score in aerial gunnery - a record of 969. There were also ten other officers who qualified with scores of 790 to 929. This included firing on a sleeve target towed by another plane, firing at ground targets from a dive and dive bombing.

The highest score in the Observer's Course in aerial gunnery was made by 1st Lieut. Charles G. Brenneman - a total of 1288. In the Observer's Course, both towed aerial and ground targets are fired on the pivot-mounted guns. Thirty-six other officers qualified in this event, with scores ranging from 716 to 1194.

Second Lieut. Lloyd H. Tull made the highest score in aerial bombing with a mark of 1870.2. In this event the wreck of an old ship lying on the reef outside the mouth of Pearl Harbor was used as a target. Sixteen other officers qualified in this course, with scores ranging from 1562 to 1864.



## LANGLEY FIELD BOMBERS CHRISTENED

**T**HE 49th Bombardment Squadron of Langley Field, Va., returned to its proper station August 12th, following an impressive christening of one of the huge Keystone Bombers at Salisbury, Md., on the afternoon of the preceding day. Captain Eugene L. Eubanks, Commanding Officer of the 49th Squadron, led the formation of nine ships, which were manned by 16 officers and 24 enlisted mechanics; and which left Langley Field for Salisbury on the morning of August 11th. During the recent two weeks' maneuvers of the Squadron, when it was encamped at the Hebron Airdrome, the City of Salisbury has requested informally that plans be laid to christen one of the Bombers, and August 11th was designated as the date.

An avigation and tactical problem was assigned to the 49th, the mission being to occupy the Del Marva Airport at Hebron as an advanced airdrome at 10:30 a.m., and theoretically refuel and take on bomb loads to bomb an enemy industrial center at 2:00 o'clock that same afternoon. During the period of the refueling, the christening ceremonies were conducted at the Hebron Airport.

Miss Carrie Lee Burroughs made a charming sponsor and was immediately proclaimed as honorary member of the Squadron. Captain Robert Olds, Group Operations Officer, offered the plane to the City of Salisbury, Md., and Mayor Easley accepted. Miss Burroughs allowed the foaming contents of an intriguing-looking bottle to trickle down the nose of #181, which was piloted by 2nd Lt. Russell L. Waldron, Air Reserve. Captain Olds, representing the Group Commander, made the opening address, expressing his sincere appreciation for the charming hospitality extended the Second Bombardment Group by the citizens of Salisbury.

The entire ceremony was very nicely performed, due to the efficient cooperation of the authorities of the City of Salisbury and, says the News Letter Correspondent, "we intend to take this as a model for future christenings." Following the ceremonies, Captain Olds returned direct to Langley Field, while the 49th Squadron executed various tactical formations in the vicinity of Salisbury, enroute to their proper station at Langley Field.

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While the 49th Bombardment Squadron were the interested spectators during the christening of a Bomber at Salisbury, Md., members of the 20th Bombardment Squadron attended a similar event on the same day at Charleston, S.C., when one of the large Keystone Bombers of the Second Bombardment Group was christened "The City of Charleston, South Carolina."

A nine-ship formation, led by Captain R.T. Cronau, Commanding Officer of the 20th Squadron, took off from Langley Field at 7:45 a.m., August 11th, accompanied by a lone ship from Group Headquarters, which was piloted by Captain Phillips Melville, who represented Major H.A. Dargue, Commander of the Second Bombardment Group. The route was made via Pope Field, N.C., where the flight arrived at 10:15 a.m. for servicing. With this completed, the Squadron took off at 11:40 a.m., arriving at their destination at 2:00 o'clock that afternoon.

Mayor Maybank, of the City of Charleston, and his staff of officials were at the Airport to greet the Squadron. A very delightful lunch was served, at which place the Mayor and other dignitaries of the City gave welcoming speeches. Following this, Mayor Maybanks introduced Captain Melville, who acted in the capacity of the Group Commander. Captain Cronau spoke in behalf of the 20th Squadron and introduced Lieut. Wm. B. Offutt, pilot of the Keystone Bomber, which was christened "The City of Charleston, South Carolina."

With these impressive ceremonies completed, the Squadron took off for Folly Beach, a short distance from Charleston, where they theoretically bombed a convoy of ships, a tactical problem previously planned.

The contingent of the Squadron, which included 18 officers and as many enlisted mechanics, were guests overnight, and at 10:15 a.m., August 12th, took off in formation, arriving at Langley Field at 4:30 p.m.

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The 27th Pursuit Squadron, Selfridge Field, Mich., is at present engaged in high altitude formation work. This work compares the activities of pilots who have been at high altitude for some time with those of pilots who have been at low altitude for a similar time. Flights meet at a common altitude after their work at high and low altitudes and fly in the same formation. These experiments are expected to prove of considerable value in determining the actual effect of high altitude on personnel.

## AERIAL GUNNERY AND BOMBING IN HAWAII



QUADRONS from both Luke and Wheeler Fields are each putting in two weeks at the Air Corps reservation at Waimanalo, engaging in aerial gunnery and bombing. The 23rd Bombardment Squadron, commanded by Captain Raphael Baez, Jr., departed from Luke Field on August 1st. The 4th Observation Squadron, commanded by 1st Lieut. Donald D. FitzGerald, and the 50th Observation Squadron, commanded by 1st Lieut. Charles G. Brenneman, have completed their gunnery. The 72nd Bombardment Squadron will occupy the camp when the 23rd Squadron completes their gunnery, and they will be followed by the two Pursuit Squadrons and Attack Squadron from Wheeler Field.

Of interest to the ordinary observer on the ground are the different positions a plane is required to go into in order to place the hits properly. The plane is banked 180 degrees and flown back on the same side of the target. This allows the gunner only a few seconds to swing his weapon over to the other side of the plane and prepare to fire again as the plane passes the target.

Farther from the roadway, pilots may be seen dropping bombs. The Observation planes also have fixed guns pointing forward. To fire these at the target, it is necessary to aim the whole airplane and dive. The guns are fired by mechanism which is synchronized with the motor. The bullets pass through the plane of the propeller 20 degrees after the blade has gone by. Sometimes a delayed explosion in the cartridge upsets the calculations and the plane comes down for a new propeller. Most of the bombs dropped are filled with sand. Small, line fragmentation bombs are also used. The first week at camp is spent in practice, and the second in record firing and bombing.

The Attack planes carry four guns forward and one flexible gun in the rear. The forward guns are synchronized, although two of them are located in the wings and thus are not fired through the propellers. Firing is usually done from 7:00 to 10:00 a.m. After that, the mechanics take over the planes and tune them up for the following day. The armorers also work on the guns after each practice.

Areas from 1,000 up to 200 yards from the target are indicated by ground markers. The pilot is required to do his firing within this area. Usually he pulls the trigger at about 400 or 500 yards from the target. Most of the pilots put in only a short burst, as the plane cannot be kept long on a straight line.

During the past year, the Waimanalo camp has been developed from four to forty tents, a mess hall, officers' quarters, recreation hall and other facilities. The planes land on smooth, hard runways instead of weedy strips of sand dune that worried pilots a few years ago. The main runway is nearly 1,000 feet long and there is a subsidiary runway for planes using the live bombing range area. Each squadron has done a little landscape work - palms have been planted, grass plots cultivated and, in time, Waimanalo Camp will be a show place.

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### EFFICIENT FUNCTIONING OF SELFRIDGE METEOROLOGICAL SECTION

The efficient functioning of the Meteorological Section at Selfridge Field, Mt. Clemens, Mich., was noted in a letter from the Chief Signal Officer at Washington, as witnessed by the following extract:

"1. The meteorological reports for June, 1932, received from Selfridge Field, have been checked at this office. No errors of consequence are noted. The checking of these forms indicates that the accuracy and neatness of the reports received from this post are of a somewhat higher standard than the average of reports received from other Army meteorological stations."

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Lieuts. R.W. Burns and Robert S. Fisher, of the 18th Pursuit Group, Wheeler Field, T.H., on a recent flight in an A-3 equipped for blind flying, landed at the auxiliary field at Haleiwa in order to change cockpits, putting Lieut. Fisher in front. Shortly after their take-off, the engine failed and they were forced to land in a rough field straight ahead. Immediately after landing, they struck a large hole which piled up the ship and it instantly burst into flames. Both officers managed to get out quickly, but they received minor burns about the face and hands. A passing motorist took them to the Waialua Hospital, and shortly afterward they returned to Wheeler Field. They are both feeling normal at this writing.

AIR CORPS OFFICER COMMENDED



CAPTAIN Ralph H. Wooten, Air Corps, Military Attache of the American Embassy, Chile, is warmly commended for performing a number of perilous flights in a humanitarian interest. In a letter addressed to the Hon. Patrick J. Hurley, Secretary of War, under date of July 27th, the American Ambassador to Chile, the Hon. W.S. Culbertson, says:

"Under the date of March 13, 1931, I wrote you a letter commending the services which Captain Ralph H. Wooten, Military Attache of this Embassy, had rendered in Chile to the science of aviation and in particular during the flight which he made (with me as passenger) from Santiago across the unexplored section of the Cordillera south of Puerto Montt and across Patagonia to Tierra del Fuego.

Prior to that flight (June 15, 1930) Captain Wooten made two flights over the Cordilleras east of Santiago searching for M. Roger Guillaumet the French flier who was lost during a flight between Santiago and Mendoza.

During this month Captain Wooten has again given evidence of his personal courage and has honored the American Army and increased the prestige of the American military attache in Santiago. On July 16th the regular trimotor aeroplane of Panagra with its crew and passengers disappeared completely in the Cordillera. Captain Wooten was requested to assist in the search and I authorized him to make such flights as seemed to him proper in order to help locate the lost plane. On July 16th he flew to Mendoza in his single motored Army plane and from there made a series of flights along the edge of the Cordillera searching for the plane. In the meantime a heavy snow storm (it being winter here) started in the Cordillera making flights over the central part of the mountain range impossible. During the following week, in spite of the bad weather conditions which made flying extremely dangerous, Captain Wooten continued his efforts practically every day, assisting in the search which covered all the sectors of the highest parts of the mountains. Unfortunately the lost plane has not yet been located.

The expressions of appreciation of Captain Wooten's services are universal and I desire to add my own words of hearty commendation and praise for the services voluntarily rendered by him. I hope that you may be able to find some way to recognize his effective services not only in connection with the flights which I have mentioned above but generally in connection with his useful services as Military Attache of this Embassy."

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FOREIGN NOTABLES VISIT WHEELER FIELD

During the month of July, Baron Jean Empain of Belgium, with his party was cruising the waters of the Hawaiian Islands in his yacht. On July 23rd, Lieut. Tourtellot, piloting a Douglas amphibian, flew the Baron and one of his guests, M. Henri de la Cloche, French War Ace, around the Island of Oahu. They were accompanied by Lieut.-Colonel Gerald C. Brant, Department Air Officer. Upon landing at Wheeler Field, the party was met by Major Ernest Clark, Commanding Officer, after which the 18th Pursuit Group flew an aerial review in honor of the foreign visitors. The feminine contingent of the Baron's party arrived by motor in time to witness the review, after which all the pilots participating were introduced. A great lament arose from the bachelors when they learned that the party was leaving that same day on their yacht for the Olympic Games.

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"It has been suggested," says the News Letter Correspondent, "that the occasional announcement of commissioned personnel with their official positions be made as a matter of interest to Air Corps officers who may be due for transfer to Wheeler Field. Accordingly, the names of some of our 'key men' follow:

- Commanding Officer----- Major Ernest Clark
- Adjutant----- Captain R.H. Finley
- Personnel Adjutant----- Lieut. E.H. White
- Station Operations----- Lieut. L.S. Smith
- Station Engineering----- Lieut. G.P. Tourtellot
- Commanding 6th Pursuit Squadron----- Lieut. R.E. Fisher
- Commanding 19th Pursuit Squadron----- Lieut. R.C. Oliver
- Commanding 26th Attack Squadron ----- Lieut. L.H. Rodieck."

## HOW THE WINDS BEHAVE AT HIGH ALTITUDES

**T**HE meteorological section of the 18th Composite Wing, Fort Shafter, T.H., recently made some observations of the winds at very high altitudes. These observations consisted of pilot balloon soundings made at various times with special balloons that ascend 200 yards a minute. The highest altitude attained at this station was 42,300 feet, which the pilot balloon reached in 70 minutes. This ascension was made at 1:30 p.m., June 30th. Ideal conditions for such an ascension were present that day, there being but few clouds and excellent visibility.

This observation showed the usual moderate northeasterly winds for altitudes up to 9,000 feet. Above that altitude the direction of the wind gradually became southeast, south, and then southwesterly to westerly. The velocity remained moderate, around 20 miles per hour, up to an altitude of 33,000 feet, when it increased to a maximum of 50 miles per hour at 39,300 feet, from which point the velocity of the wind rapidly fell off to 14 miles per hour at 42,300 feet.

The fact that the wind velocity fell off at the highest altitude reached is unusual, because the velocities at such altitudes usually remain quite high, averaging 55 miles per hour in the summer time and 70 miles per hour in the winter. The westerly direction shown at upper altitudes is the prevailing direction of the upper winds aloft for the northern hemisphere. The temperature at the altitude reached by the balloon in this observation was approximately 70 degrees Fahrenheit below zero, and the barometric pressure was around six inches of mercury, as contrasted with a temperature of 82 degrees Fahrenheit and a pressure of 30 inches of mercury at the surface.

Another upper air observation was made April 8th. In this observation, the wind remained easterly with moderate to gentle velocities up to an altitude of 11,000 feet. From this point, the wind direction became successively southeast, south and southwest at 24,000 feet, when it remained west-southwesterly for the altitudes from 24,000 feet to 33,000 feet. The velocity from 11,000 feet gradually increased to 59 miles per hour at 30,900 feet, from which point the speed of the wind rapidly increased to an unusual velocity of 120 miles per hour at 32,700 feet. At 33,900 feet, when the balloon was lost, the velocity of the wind had dropped to 113 miles per hour. Such velocity of the wind at the altitudes reached was much higher than the average for that time of the year, which is approximately 60 miles per hour.

The westerly direction shown is customary. Observations made in the fall of the year show the direction of the wind at high altitudes to be westerly to northwesterly as contrasted with the westerly to southwesterly direction in the summer.

The high altitude observations are attracting much comment at Luke Field. The taking of such long ascensions is very seldom permissible in this section, due to the ever present clouds which obscure vision of the balloon. However, when such ascensions are made, interesting results are always secured. The pilot balloons are inflated to an approximate diameter of 26 inches with hydrogen gas until they balance a weight of 4.66 ounces, which gives the balloon an ascension rate of 200 yards a minute. These balloons are made of the very best rubber available. The inflated balloon is released and its course is followed with a theodolite. Readings of the elevation and azimuth angles of the balloon are made every minute. From these readings, the course of the balloon is plotted on a special board. The true direction and velocity of the wind are taken from the plot.

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Homestead Field, on the Island of Molokai, is to have a barracks, radio station and other facilities similar to the airplane fields at Port Allen, Kauai, and Upolu Point, Hawaii. A barracks building that will house some 40 men during inter-island expeditions and operations from an advance base will be constructed. As at the other two fields, two or three men will be left there to operate the wireless, report weather data daily and keep up the post.

A section of the field was already turned over to Federal control. The three fields are used frequently by the Army in training exercises on the other islands and are a part of preparations that will permit the Air Corps to operate from any point in the Territory in time of emergency. During the Army-Navy Maneuvers this spring, Army planes operated simultaneously from all the main islands.

## INSIGNIA FOR THE 12TH OBSERVATION GROUP



Brooks Field is justifiably proud of the attractive insignia, product of the artistic ingenuity of the Commanding Officer, Major Frank D. Lackland, which has just been approved by the War Department. In the future, visitors will be impressed by the graceful artistry of the insignia, a gray goose in flight, by an attractive electrical sign that will be erected on the lawn, and also by two gray geese, which are being procured to represent the insignia, which will make their habitat on the front lawn, now being enclosed with an attractive garden fence. A fountain will be added to further beautify the enclosure.

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## COLD SUMMER MONTHS FOR PURSUIT PILOTS

In accordance with yearly training schedule, tactical squadrons at Selfridge Field, Mich., are busily engaged in gunnery activity at the gunnery camp at Oscoda in Northern Michigan. The 17th Pursuit Squadron recently completed its tour and returned to Selfridge Field on August 10th. The 94th Pursuit Squadron reported at Oscoda the following day to brave the perils of sand and "Jack" Pines, and the 27th Pursuit Squadron expects to leave for the camp about September 1st.

The following extracts from a letter written by Lieut. Frederick W. Castle serve as admirable cross-section views of activity at the gunnery camp:

"The 17th Pursuit Squadron, now based at Camp Skeel, Oscoda, in Northern Michigan, desires to report satisfactory progress with gunnery practice and with beards. At present, Lieut. N.D. Sillin, Squadron Armament Officer, leads in gunnery, with a score on ground targets of 604. As for beards, Don Putt has achieved a Mongol type black beard which neatly surrounds his mouth, while French has a Gladstone-Burnside type whose reddish hues afford an attractive setting for the mottled coloring of his peeling nose.

The only drawbacks - and they are not inconsiderable - to this northern resort are that all guests are required to arise at 4:00 a.m., and the nights are so cold that bed socks have to be worn in bed. When Pursuit pilots wear bed socks it is an indication of very cold temperatures.

Outside the above mentioned drawbacks, most of those here are enjoying themselves hugely. The firing itself is plenty fun. In fact, your correspondent is of the belief that it is the best sport in the world. After flying hours, pilots are detailed to the more arduous tasks of warming the beach at Oscoda or chasing a ball on the local golf links. Sometimes they rally all their failing energy to go so far as to get up a volley ball game on the beach, with Captain Hoyt doing the organizing of the game. The Captain is a volley ball enthusiast from way back."

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## AERIAL PHOTOGRAPHY IN IDAHO AND WYOMING

Turning the training of its aerial photographers to good advantage in the accomplishment of useful work for another government agency, the Air Corps is planning to photograph almost 300 square miles of country along the Snake River in Idaho and Wyoming and in the Falls River Basin in the vicinity of the Yellowstone National Park. The work is being done for the Bureau of Reclamation, Department of the Interior, at their request, and consists of the vertical photography of this area by a single-lens K-3 camera from an altitude of 10,000 feet. The photographs are required for a thorough stereoscopic study of the areas and for later use in topographic surveys of possible reservoir sites to determine their storage capacity. The 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., is preparing its Fairchild Photographic cabin monoplane for this project. An officer pilot and an enlisted photographer will do the aerial work.

Specifically, the area to be photographed extends along the Snake River from the mouth of the Hoback River to the mouth of the Grays River; then between the mouths of the Elk and Bear Creeks, and downstream from the mouth of Pine Creek for about 15 miles, - the total Snake River area to be photographed being about 55 square miles. The Falls River Basin area embraces approximately 240 square miles.

## TRIANGLE PARACHUTE GIVES SATISFACTION

**M**ITCHELL Field Parachute Department personnel are becoming more and more enthusiastic over the Triangle Parachute, now at that station for service tests, as they become acquainted with the many advantages this type 'chute has over the present standard parachute.

It is nothing unusual to see one or even two men leave planes while flying across the flying field any good flying or jumping day. But the observer's eye is held when he sees not the usual circular parachute open but a triangular 'chute, the circular type being used quite frequently on the field.

A practiced eye immediately recognizes the lighter shock load opening, the lower rate of descent, the outstanding maneuverability during descent and the lighter shock load of landing of the Triangular Parachute in comparison with the standard 'Chute. Recently, Sergeants Pearson and Marchewka, both of the Parachute Department, made a double parachute jump while the anemometer registered a 14-mile per hour surface wind. Sergeant Pearson used a 24-ft. Triangle 'Chute, while Sergeant Marchewka used a 28-ft. Triangle 'Chute. They bailed out at approximately 2,000 feet. Their drift during descent was in the neighborhood of only 2,000 feet, which shows the desirability of a parachute which can be maneuvered to advantage during descent, especially in a moderately strong wind. Both men reported an exceptionally light landing shock as compared to that one would expect using a Standard parachute in such a strong wind.

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## NO PARACHUTES IN BOLIVIA

There is at least one country in the world where parachutes are about as useful as snowshoes in the tropics. According to Lieut. A.Y. Smith, Air Corps, who recently returned from a tour of duty in Panama and who visited South America during a leave of absence, the Bolivian Air Force does not include the parachute as an item of individual equipment for its fliers.

As is well known, Bolivia is a very mountainous country. La Paz, the capital, is situated at an altitude of about 13,000 feet, and it may be said that this city, in point of altitude above sea level, is the highest in the world. The same holds true of its landing field. Due to the rarity of the atmosphere in this country, the rate of descent of a parachute is so fast that it is dangerous to life or limb. Instances are known where Bolivian fliers suffered broken legs and other severe injuries after making parachute jumps.

As may be surmised, flying in Bolivia faces many handicaps. Because of the lack of density of the atmosphere, landing fields must, of necessity, cover large areas. Landings are fast, between 60 and 80 miles an hour, depending on the type of plane used. Take-offs are difficult and require a very long run before the plane finally takes the air.

Lieut. Smith states that there are a number of very good landing fields in Bolivia, some of these being on vast plateaus at an altitude of about 12,000 feet. Bolivia uses British Vickers and some French Breguets. A number of planes are equipped with extra size wings in the endeavor to overcome the high altitude handicap.

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## BOEING XP-936 POWERED WITH PRATT-WHITNEY

In the issue of the News Letter of May 28, 1932, page 206, touching on the new XP-936 Boeing Pursuit plane which Major Gerald E. Brower, Air Corps, ferried from the Boeing Plant at Seattle to Selfridge Field, Mich., it was stated that this airplane is powered with a Wright SR-1340G engine. This was an error, the proper designation for the engine being "Pratt-Whitney SR-1340-G."

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On his first visit to Rockwell Field, Calif., since he became Chief of the Army Air Corps, General Benj. D. Foulois arrived by plane on August 2nd for a 3-day stay. General Foulois, flying in an O-38, was accompanied by Major W.G. Kilner, Executive Officer to the Assistant Secretary of War; Major Ralph Royce, General Staff; Lieut.-Col. G.I. Jones, Chief Flight Surgeon, and Capt. A.B. McDaniel from the Office of the Chief of the Air Corps.

## HAROLD GATTY AT WRIGHT FIELD

**W**RIGHT Field was the scene of an interesting event on August 1st, when Harold Gatty, round-the-world air navigator, opened the new course of the Air Corps Engineering School, by conducting a concentrated course in Celestial Navigation, same lasting a week. Mr. Gatty is at present stationed at Bolling Field, where he is engaged in the development of different methods of aerial navigation and methods of navigational instruction. He recently completed a tour of Europe during which he studied and coordinated European air navigational systems in use in different countries. He also attended the Conference of International Transoceanic Fliers held at Rome early in June.

Gatty is conceded to be one of the foremost living authorities on aerial navigation. Few flights of world importance are made without his advice and that of Captain Albert F. Hegenberger, who stands in the same category, being sought by the fliers in the planning of their routes and instruments. Gatty considers the greatest flight ever made from the point of view of navigational precision to be that of Coste and Bellonte, from Paris to New York in September, 1930. His own flight with Wiley Post, in which the two aviators circled the world in June, 1931, in 8 days, 15 hours and 51 minutes, is considered by the flying fraternity a feat possible in the given time only because of Gatty's navigational expertness. A combined speed and drift-indicator invented by himself was used constantly on this flight.

Student-officers found Gatty's lecture and demonstration classes of intense interest and value. He returned to Washington at the end of the week.

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## BORDER RECONNAISSANCE MISSION AT FORT ETHAN ALLEN

The 9th Observation Group, stationed at Mitchel Field, N.Y., recently carried out a 17-plane border reconnaissance mission, using Fort Ethan Allen, Vt., as the point of rendezvous. The flight consisted of five 3-ship elements, the Fokker Transport, and the command plane, piloted by Major William Ord Ryan.

The Transport preceded the flight to Fort Ethan Allen with the new SCR 177 portable radio transmitting and receiving set now on service test at Mitchel Field. The set was put in operation prior to the arrival of the five separate units, and radio communication was successfully established with each unit on different simulated reconnaissance missions from five to thirty miles distant.

The SCR 177 was designed at the Signal Corps Laboratories at Fort Monmouth, N.J., as a replacement for the present SCR 136, and represents the latest equipment in a 50 watt transmitter. Excellent results were obtained with the SCR 177 set, and with the safe and timely arrival of all five elements at Fort Ethan Allen, the mission was considered highly successful.

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## PLANE LOCATES PARTY LOST IN THE HAWAIIAN WILDS

Again the eyes of the Service were instrumental in locating personnel lost in the mountains and dense forests of the Koolau Mountains, Hawaii. On the morning of August 1st, planes were requested to make a search for seven men, reported missing from Schofield Barracks, who were on a mission of blasting new trails. Two planes from Wheeler Field immediately took off and flew over the area in an effort to locate the men and drop food to them. Two attack and two pursuit ships were paired up and sent out, one attack and one pursuit plane covering each side of the range.

The discovery of the missing men was made by Lieut. Sloan, with Lieut. Woodbury as his observer. Lieut. Craw, flying the pursuit plane in the windward Koolau team, then stood by while Lieut. Sloan went back to Wheeler Field.

Pilots flying on the leeward side of the mountains were Lieuts. J.W. Stribling and E.W. Napier in an attack plane, and Lieut. Rudolph Fink in a pursuit ship.

As soon as contact was made with the men, searching parties from Schofield Barracks were sent out in the direction given by the planes, and within one hour all seven men, four officers and three enlisted men, were being escorted back to their post, somewhat exhausted from their harrowing experience.

## NUMEROUS COOPERATIVE MISSIONS WITH OTHER BRANCHES

**C**OOPERATIVE missions with other branches of the service have accounted for 389 hours and 20 minutes of flying time by planes stationed at Luke Field, T.H., the past year. Artillery adjustment, both Coast and Field, Infantry missions, searchlight drill, radio communications and many other exercises were performed. All of these have the common purpose of uniting the air and ground forces into a combination in which every part will coordinate perfectly.

Reports of the results achieved in long range artillery adjustment have appeared previously in these columns, and it will be remembered that experiments by the long range firing board were responsible for the development of new methods and procedure along this line. During these exercises, which occupied approximately 150 hours flying, a specially equipped plane was used to adjust coast artillery fire at ranges varying from 8,000 to 40,000 yards.

The location of shots was first obtained by means of observation from the spotting plane coupled with the efforts of radio direction finders located along the shore of Oahu, which found and plotted the position of the plane in relation to the firing battery, while the plane was discovering the location of the target with relation to itself. Cooperation with the anti-aircraft and searchlights have also helped both forces. The fliers learn how to avoid "archy" fire and the searchlight beams, and the ground forces learn how to shoot accurately and how to hold a plane in the searchlight beam.

Missions with the Infantry have been equally satisfactory, and prove without doubt the value of the air force as the "eyes of the army." Close cooperation is possible here only with perfect communication and a meticulous attention to all details involved.

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### EDWARD J. STEICHEN AT WRIGHT FIELD

During the first week in August, Wright Field had a notable visitor in Edward J. Steichen, of New York City, generally conceded to be America's leading photographer. Col. Steichen's visit was for the purpose of securing information for the making of an airplane mural which is to be mounted in Theatre No. 8 in the Rockefeller Center (Radio City) in New York. In securing this material, Col. Steichen's work at the field lay principally in photographing airplanes and parts of the field.

A native of Milwaukee, Col. Steichen early through natural taste drifted from amateur into professional photography. Establishing a studio in New York, he gradually became known not only for his portrait work but for his "still" photography which had been used in some of the best known advertising features in the country. For some years Vogue and Vanity Fair have held the contract for the exclusive magazine use of all of his photographic work. He is also a painter of note, having studied in Paris, and some of his pictures being in the Luxembourg Museum in Paris and the Metropolitan Museum in New York.

Col. Steichen also has an enviable war record, having been in charge of aerial photography for the U.S. Army Air Service during that period, with the consequent flying experience entailed. When the war ended, he retired with the rank of Colonel, returning to his commercial and artistic work. Hence he is very much at home at the Army post.

Although his favorite photographs are of still life, he has photographed many of the most famous people in the world. Greta Garbo, Lillian Gish, John D. Rockefeller, Gene Tunney, Bill Tilden are but a few of the notables who have come under his camera. Nor is the list confined to those of the stage and sporting fields, but includes leading diplomats, professionals and scientists.

Col. Steichen returned to New York upon completion of his work at Wright Field. He was accompanied by his assistant, Henry Flannery.

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In cooperation with the Forestry Department of the Hawaiian Sugar Planters Association, Bombing planes completed a mission of scattering a cargo of tree seeds in the Koolau Mountains on the Island of Oahu. Requests of this nature have been made on several occasions, and planes of the 18th Composite Wing made available for same.



## TROOPS ARRIVE AT ROCKWELL FIELD

**B**EGINNING June 25th, considerable activity marked the operations at Rockwell Field, Coronado, Calif. On that date, 12 officers and 88 enlisted men reported to that station from March Field, and two days later the personnel was supplemented by the arrival of 15 enlisted men from the First Balloon Company, Post Field, Fort Sill, Okla. On June 25th, in compliance with War Department orders, the 19th Bombardment Group Headquarters, 30th Bombardment Squadron and the 32nd Bombardment Squadron were given active status with station at Rockwell Field. On that date also, the 76th Service Squadron, which was stationed at this field since it was placed on active status in November, 1930, was transferred from the 20th Pursuit Group to the 19th Bombardment Group. The new units were organized on a skeleton basis from the incoming personnel from March and Post Fields and by transfer of approximately 50 men from the 76th Squadron to the new units. The 72nd and the 23rd Bombardment Squadrons, both active units of the 19th Group, are to continue their station in the Hawaiian Department, attached to the 5th Composite Group.

The Group Staff is as follows: Group Commander, Capt. H.M. McClelland; Group Adjutant, 1st Lieut. Guy Kirksey; Group Operations, 1st Lieut. W.T. Larson; Group Supply, Capt. H.B. Chandler; Group Engineering, 1st Lieut. D.H. Dunton; Group Personnel Adjutant, 2nd Lieut. W.W. Gross.

The Staff of the 30th Bombardment Squadron is as follows: Squadron Commander: Capt. J.L. Grisham; Adjutant, 2nd Lieut. T.B. Anderson; Operations, 2nd Lt. Gerald Hoyle; Engineering, 2nd Lieut. J.W. Brown; Supply Officer, 2nd Lieut. C.W. Haas. The First Sergeant of the 30th is Edward Smith, recently transferred to Rockwell Field from Randolph Field. Line Chief of the Squadron is Master Sergeant Andrew May.

The Staff of the 32nd Bombardment Squadron is as follows: Squadron Commander: Captain H.N. Heisen; Squadron Operations and Engineering, Capt. C.W. Pyle; Asst. Squadron Operations and Engineering, 2nd Lieut. H.G. Bunker; Adjutant, 2nd Lieut. R.W. Goetz; Supply, 2nd Lieut. R.W. Goetz; Acting First Sergeant, Staff Sgt. Jack Kerr; Line Chief, Master Sergeant T.W. Richards.

The Staff of the 76th Service Squadron consists of Capt. R.K. LeBrou, Squadron Commander; 1st Lieut. C.E. Archer, Adjutant, also Operations and Engineering; 2nd Lieut. J.F. Walsh is Squadron Supply Officer. The First Sergeant is F.J. Birk and Line Chief, Tech. Sgt. Charles Loeffler.

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## RESERVE OFFICER TRAINING AT MITCHEL FIELD

Air Corps Reserve pilots of the Second Corps Area just completed a successful tour of active duty at Mitchel Field. Forty pilots received active duty training during the two periods of instruction. The 861st Observation Squadron, with 21 pilots, was in camp from July 10th to 23rd, and the 303rd Observation Squadron, with 19 pilots, from July 24th to August 6th. The training was under the supervision of Lieut. C.J. Kenney, Air Corps, with planes and equipment of the 1st Observation Squadron.

The schedule for air work included a check ride, Gunnery, Photography, Avigation and Cross-Country. Each pilot averaged 13 hours in the air for his two weeks' training. The avigation and cross-country were incorporated in flights to Albany, Boston, Camp Dix and Atlantic City.

With every ship intact, without even so much as a scratch on any, the officers should be proud of the record made. Mitchel Field was glad to have these officers with them again, even if for only the two weeks' period.

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## BOMBERS AID RESERVE TRAINING AT PEARSON FIELD

A flight, consisting of one B-2 and one B-4A Bombers left March Field, Calif., July 22nd, for Pearson Field, Washington, for the purpose of aiding in the training of the 489th Bombardment Squadron (Reserve) at Vancouver. The pilots were 1st Lieut. P.E. Burrows, 2nd Lieuts. John S. Mills, M.L. Harding, Air Corps, and Fred N. Ward, Air Reserve. As an inaugural event commencing the second week of training, the B-4A, piloted by Lieut. Ward, found a soft spot in the Department of Commerce field at Troutdale, Oregon, 22 miles east of Pearson Field, and turned upside down. The plane was so severely damaged that it required a major overhaul, but there was no injury to personnel.

## A NEW CROSS-COUNTRY KIT

**H**AVE you ever seen a pilot leaving any post operations about to start on a cross-country? Envelope under his elbow, trying to balance the first aid kit and smoke candles on one arm, helmet on his head with his goggles gingerly dancing in his eyes and, perhaps, his clearance protruding from between his teeth?

"Well, gone forever are such days, especially if you are lucky enough to be stationed at Mitchel Field, N.Y., and luckier, to have a cross-country," says the News Letter Correspondent.

A new idea consisting of a handy kit made to contain all cross-country necessities was originated in Captain Pursley's office in Post Operations through the combined efforts of Captain Pursley and Lieut. Bawsel. The Parachute Department under Tech. Sergeant Pearson has just finished the first ten of these kits. They are made out of khaki-colored waterproof duck, with a web carrying strap securely sewn across the top. The inside dimensions are 9" x 12" x 2½", which snugly accommodates the cross-country envelope, three smoke candles, and the new Aeronautical First Aid Kit recently received at Mitchel Field. A generous flap protects the contents from the elements and is held down by two Lift-the-Dot fasteners. On the reverse side one finds an open pocket sufficiently large to receive all the necessary maps for the flight. Stenciled identification states the office and station of origin on each kit.

It is rumored that an additional compartment will be added to the original kit in the near future and will contain ample space for such flight indispensables as ear-cotton, chewing gum, and a year-old issue of "True Detective Stories" for the back seat boys.

The Operations Officer at Mitchel Field will gladly give out all information concerning these kits to any and all interested parties.

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## MARCH FIELD ENTERS OLYMPICS

March Field was active recently in Olympic Games activities - not as contestants but as interested co-workers. A mosaic map of certain areas in the vicinity of Los Angeles was prepared by the 23rd Photo Section to assist officials in laying out routes for marathon runs, equestrian events, and automobile traffic.

Together with 200 Navy and Marine airplanes, the First Bombardment Wing, March Field, participated in a mass flight over North Island in honor of the N.E.A. and foreign journalists on July 28th. This flight was the greatest peacetime air spectacle ever held on the Pacific Coast. On the following day the Wing flew over the new State Building in Los Angeles during the dedication ceremonies. Vice President Curtis and numerous governors and other celebrities assisted in the program. Following this review, the Wing proceeded to the Los Angeles Municipal Airport where it put on fifteen minutes of tactical formation in honor of Olympic participants and officials, and landed for an inspection by the distinguished guests. The March Field band aided in the program by a series of selections before and after the review. A professional radio announcer, assisted by an Army officer, explained the maneuvers to the visitors over a loud speaker system. It was estimated that a million people saw the Wing in action during the two days.

On the Los Angeles flight, the Wing had as its guest of honor Major-General Benjamin D. Foulois and his staff, who arrived at March Field the day before on an inspection trip. General Foulois attended the opening of the Olympic Games before returning to the East Coast.

## MISS EARHART GUEST OF MARCH FIELD

Amelia Earhart Putnam, famous Trans-Atlantic flyer, was the guest of the Commanding Officer, March Field, Riverside, Calif., on August 6th, at which time the First Bombardment Wing staged a review in her honor. Mrs. Putnam was accompanied by her son. Following the review, the two visitors were the guests of Lieut.-Col. and Mrs. Arnold at luncheon. Early in the afternoon they returned to Los Angeles to attend the Olympic Games.

## A PRETTY TWO-POINT LANDING

**F**LYING three hundred miles with the broken right wheel of his plane suspended in mid air under the left wheel, reaching his station, and successfully landing his plane without further damage thereto or injury to himself was the distinctive experience of 2nd Lieut. James E. Darby, Air Reserve, 12th Observation Group, Brooks Field, Texas, on July 30th.

Lieut. Darby had accomplished a cross-country mission to Graham, Texas, near Dallas, and was leaving the Graham airdrome for the return to Brooks Field, when the landing gear of his O-19 plane struck a slight embankment, with the result that the right wheel was torn from the plane, and swung in mid air underneath the left wheel.

Noting his plight, Lieut. Darby hastily scribbled a note and threw it down to airdrome personnel who immediately informed Brooks Field by phone. When the pilot arrived at Brooks Field he was met by two planes. On fuselages in box lettering, he read: "Either jump or land, at your discretion." Lieut. Darby elected to land, whereupon he accomplished, in the vernacular of the crew breathlessly watching, "one of the prettiest two-point landings ever accomplished at Brooks Field," - on the belly tank and tail wheel of his plane.

The young officer was highly commended by the Commanding Officer of Brooks Field, Major Frank D. Lackland, and by his fellow officers for his unusual feat, especially noteworthy, since Lieut. Darby is but a recent graduate of the Air Corps Advanced Flying School, and the sum total of his experience in flying covers a period of less than a year since his orders to active duty at Brooks Field.

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## RESERVE FLYERS "DO THEIR STUFF" DURING OPENING OF WATERWAY

When the Hon. Patrick J. Hurley, Secretary of War, officially opened the Kansas City-St. Louis waterway on the Missouri River recently, he did so to the tune of roaring D-12's and Wasps, ships of the 430th Pursuit Squadron, led by Captain William B. Wright. The waterway being a revival of transportation methods of 75 years ago, the two forms of transportation must have afforded a unique contrast to the members of the party aboard the boat.

The squadron put on two performances, one group going up the river at nine o'clock in the morning and another at three in the afternoon. They consisted of one 3-ship formation of O-1E's and another of one O-38 and two O-1E's. The flying drew a commendation from the Secretary. The pilots were Captain W.S. Green, Lieuts. A.L. Darby, J.N. Going, B.A. Sweeney, T.S. Poquette, A.G. Hunter, C.D. Daily, W.M. Campbell, W.R. Alemang, R.C. Farrell and Captain W.B. Wright. All are Reserve pilots except Captain Wright, Army Air Corps, and Commander.

The News Letter Correspondent from Richards Field, Kansas City, Mo., forwarded a photostat copy of a letter of July 23rd which the Secretary of War addressed to Captain Wright. Appended thereto was a slip reading: "Ye Editor:- With no apologies to Boston Reserves." The Secretary's letter reads as follows:

"Dear Captain:

I congratulate you and the officers who served with you in the flying escort that preceded the Mark Twain, on board of which I entered the Port of Kansas City on my recent inspection of the Missouri River.

I deeply appreciated the courtesies shown me by your organization and I commend you and the members of the organization on the splendid ability shown by the fliers throughout the maneuvers.

With kind personal regards and best wishes, I am

Sincerely yours,

(s) Patrick J. Hurley."

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The March Field Band became inactive as of July 14, 1932. The personnel thereof were attached to other organizations on the field, but have continued to operate as a volunteer organization. Warrant Officer Eto Innocenzy, Band Leader, was assigned to duty as Leader of the 14th Coast Artillery Band at Fort Worden, Washington.

## DEATH OF DISTINGUISHED WAR TIME OFFICER



HE death on August 9th, while on a brief vacation in Paris, France, of Brigadier-General Clinton Goodloe Edgar, Officers Reserve Corps, Detroit financier, with extensive beet sugar interests in Europe, brings to mind the brilliant services rendered by him during the World War. In recognition of these services he was awarded the Distinguished Service Medal.

He was also decorated by the Italian Government, being made a Commander of the Order of the Crown of Italy by order of King Victor Emmanuel.

Possessing remarkable ability as an executive and as an organizer, General Edgar performed one of the big constructive pieces of work of the War. He was chiefly responsible for planning the flying fields, depots and warehouses, and the construction of buildings in connection with each. In addition to this, he had the important responsibility of shipping aeronautical supplies to embarkation ports for destinations overseas. Despite many obstacles, he was able to give this country in a time of great stress a remarkable chain of flying fields, which were not only well built for all intents and purposes, but were ready on time. The projects under his charge involved the expenditure of millions of dollars and were most satisfactorily handled under his immediate supervision.

General Edgar was born December 21, 1873, at Detroit, Mich. He graduated from the Michigan Military Academy, and then attended Cornell University, Ithaca, New York, from which he graduated in 1897.

Holding a commission as Captain in the Quartermaster Corps Reserve at the outbreak of the War, but realizing that he could render more valuable services in the Aviation Section, Signal Corps, he resigned his commission to accept a Captaincy in the Signal Corps Reserve, June 11, 1917. From that time until he was honorably discharged from the military service, at his urgent request, on February 5, 1919, he was Officer in Charge of the Construction Division, Signal Corps, until January 6, 1918, and Chief of the Supply Section, Office of the Director of Military Aeronautics, until his military services terminated. He was promoted to Lieutenant-Colonel, September 5, 1917, and to Colonel on December 6, 1917.

In recognition of his services, President Harding nominated him for promotion to the rank of Brigadier-General, and the nomination was confirmed by the Senate, July 26, 1922.

General Edgar was managing partner of W.H. Edgar & Son, and president of the Edgar Sugar House. During his business career he was president of the Continental Sugar Company and a director of the Wabash Railroad.

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### MIXING ETHYL FLUID

The following appeared in a recent issue of the Navy News Letter:

"As some types of engines require a higher content than others of ethyl fluid, it is necessary for these engines to change the proportion of mixture as ordinarily carried in the main storage tanks. The Naval Air Station, San Diego, California, reports an interesting experiment as follows:

'Lack of sufficient gas tanks, containers, and storage facilities to handle the various ethyl content gasolines required, not considering the difficulty of proper mixing, creates an additional problem. This results, in many instances, in operating the engines with ethyl fluid in excess of requirements. An experiment was recently made to determine if ethyl fluid could be properly mixed by adding it to the tank of an airplane. Twenty-five gallons of straight gasoline were placed in the tank of an F4B-1 airplane, 150 c.c.'s of ethyl were then poured into the tank, followed by the addition of twenty-five more gallons of straight gasoline. The plane was then taxied about a quarter of a mile. Gasoline samples were then taken both from the top and the bottom of the tank and analyzed for ethyl content by a civilian chemist at Rockwell Field with results as follows:

The sample from the top of the tank contained 1.66 c.c. of tetra ethyl lead per gallon. The sample from the bottom of the tank contained 3.27 c.c. of tetra ethyl lead per gallon."

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Captain Albert W. Stevens, premier photographer of the Army Air Corps, will make a photographic flight for the purpose of making an accurate film record of the coming eclipse of the sun in New England. The National Geographic Society is bearing all the expenses incident to this scientific venture.

## ARMY'S BIGGEST BLIMP NEARS COMPLETION



The largest non-rigid airship in the United States, now under construction by the Goodyear-Zeppelin Corporation of Akron, Ohio, and to be used by the Army Air Corps for coastal patrol work, is expected to be completed and ready for trial flights by October 15th next.

This airship, known as the TC-13, will have an overall length of 233 feet, a diameter of 54 feet, and a height, including the airship car carried underneath, of 69 feet. It will have a gas capacity of 360,000 cubic feet, with a gross lift of 22,300 pounds. Its lifting power will be non-inflammable helium gas, and it is designed to carry from 900 to 1300 gallons of fuel, depending on the length of the cruise. Its cruising range will vary according to the rate of speed it will travel. For instance, it will cover a total of 1,000 miles at a speed of 65 miles per hour, 1800 miles at 50 miles per hour, and it can remain in the air about 100 hours at a speed of 25 miles per hour. A noteworthy feature of this big airship will be its ability to pick up fuel during flight.

At present the largest airships operated by the Army are approximately 200 feet long, with a gas capacity of 200,000 cubic feet.

The airship car in the TC-13 is to be internally suspended flush with the envelope, its supporting cables dropping from the top of the inside of the gas compartment of the envelope. Two air balloonets will be installed in the envelope for trim and expansion. The present type airships have the car suspended below the bag with cables supporting it attached to the exterior of the envelope. On each side of the car at the center will be installed two engines of 375 horsepower, each of which will be geared at a ratio of three to two for three-bladed propellers, the motors turning three times to two turns of the propeller, thus reducing the speed of the propellers and causing less noise.

The car will be of welded tubular construction, enclosed, and the covering will be corrugated metal and fabric. There will be space for three pilots, two mechanics, a navigator, radio operator, and bomber, with sleeping accommodations, toilet facilities for the crew, a compartment for bombs, a sub-cloud car, and an extra-strong radio set with a range of 3,000 miles. The tanks for fuel, water, and storage will be overhead. These tanks, in the event of trouble, can be dropped by the pilot at his discretion, thus providing greater buoyancy.

The sub-cloud car, originally designed in this country by the Air Corps, is an improved model of the first car, its advantage lying in the fact that the ship may hide above the clouds, while an observer in the car below the clouds can observe actions on the ground and report by telephone to the ship. A single cable will support the sub-cloud car about 1,000 feet below the ship.

A distinctive feature of this new airship is five control surfaces instead of four as in present types. These stabilizing surfaces will be in the rear of the ship - one atop the envelope, an elevator on either side and two rudders on the bottom.

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### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Langley Field, Va.: Captain Paul J. Mathis from Office Chief of the Air Corps; 2nd Lt. Dwight B. Schannep from Panama.

To Kelly Field, Texas: 2nd Lieuts. John J. O'Hara, Jr., and Fredric H. Smith, Jr., from Panama.

To Bolling Field, D.C.: 2nd Lieut. George P. Moody from Panama.

To Barksdale Field, La.: 1st Lieut. Jack Greer from Philippines.

To Mitchel Field, N.Y.: 1st Lieut. Otto Wienecke from Philippines.

Orders transferring 2nd Lieut. Kenneth C. Brown from Crissy Field to Chanute Field revoked.

DETAILED TO AIR CORPS: Captain Harold J. Adams, Signal Corps, and to Randolph Field, Texas, not later than October 15th for primary flying training.

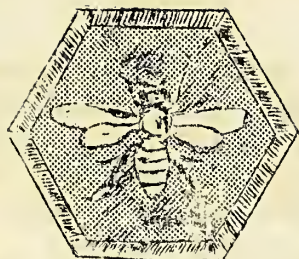
RETIREMENT: 2nd Lieut. Henry A. Winters to proceed to his home to await retirement.

PROMOTIONS: 1st Lieut. Fred E. Woodward to Captain, rank August 8, 1932; 2d Lieut. Thurston H. Baxter to 1st Lieutenant, rank August 7, 1932.

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Send in your contributions to the News Letter on the 1st and 15th of the month.

"HOW DOTH THE LITTLE BUSY BEE, ETC."



And now a reproduction of the little busy bee appears on the fuselage of airplanes of the 58th Service Squadron, it being the first time an insect has been ushered into the insignia menagerie of Air Corps squadrons. Service squadrons in particular have a penchant for adopting animals or birds for the distinctive markings of their airplanes. For instance, the 56th Service Squadron has a hawk with a broken wing; the 59th is represented by a beaver; the 61st by a Long Island duck; the 62nd by a goat's head; the 63rd by a monkey holding a propeller and the 64th by an African elephant carrying timber. The 58th Service Squadron, claiming that it is a very busy organization, has very appropriately adopted the bee as its insignia.

A letter of recent date from The Adjutant General, with respect to the insignia of the 58th Service Squadron, reads as follows:

"1. The following insignia hereinafter described for the marking of airplanes of the 58th Service Squadron, Air Corps, is approved:

On a blue hexagon, long axis horizontal, bordered in gold a bee volant proper.

The 3rd Air Park, a World War unit, was organized February 6, 1918, at Camp Waco, Texas, as the 255th Aero (Service) Squadron. It served overseas from June 13, 1918, to June 27, 1919, participating in the following operations:

Defensive Sector (Lorraine)	July 27-Sept. 11, 1918.
St. Mihiel	Sept. 12-Sept. 16, 1918.
Defensive Sector (Lorraine)	Sept. 17-Sept. 25, 1918.
Meuse-Argonne	Sept. 26-Nov. 11, 1918.

In August, 1918, the designation of the unit was changed to 3rd Park Company; on October 19, 1918, it was redesignated 3rd Air Park. The 3rd Air Park was demobilized at Hazelhurst Field, Long Island, N.Y., July 14, 1919.

The 58th Service Squadron was organized at Langley Field, Va., October 1, 1921, as Air Park No. 3. January 16, 1923, it was redesignated 58th Service Squadron. April 8, 1924, the 3rd Air Park of the World War was reconstituted and consolidated with the 58th Service Squadron. October 31, 1929, the 58th Service Squadron was made inactive; October 1, 1930, again made active at Brooks Field, Texas.

Under the provisions of paragraph 12b, A.R. 260-10, the 58th Service Squadron is entitled to silver bands for its guidon engraved:

Lorraine  
St. Mihiel  
Meuse-Argonne.

The background and border are in the colors of the Air Corps, and the bee volant is the well recognized symbol of the worker, the bee not being an offensive fighter but having a defensive weapon when annoyed. The hexagonal background suggests the many sided activities of a service squadron."

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One of the new additions to Headquarters 18th Composite Wing, Fort Shafter, T.H., is a direct telegraph line with Luke and Wheeler Fields, which was installed recently. This will greatly expedite the handling of messages between these points at all times. In the event of tactical missions of the combined Wing, direct communication will greatly increase the efficiency of the personnel operating and also expedite the movement of aircraft.

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The News Letter is indebted to Mr. Everett Heinrich, staff artist for Aviation Engineering, New York City, for the cover design for this issue. It is gratifying to note the interest taken in the News Letter even by those outside of the service. So far there have been enough designs for covers on hand to fill our needs. Right now, however, there is a depression in cover designs. We hope those artistically inclined will take note and cooperate to end this depression in short order.

Rockwell Field, Coronado, Calif., August 3rd:

Rockwell Field was the scene of a brilliant farewell reception to its Commanding Officer on July 25th. Leaders in San Diego and Coronado civic circles, as well as Army and Navy society, attended a reception on the lawns surrounding the Commanding Officer's quarters, both as a farewell gesture to Colonel and Mrs. Yount and as a welcome to the new Commanding Officer, Major S.W. Fitzgerald and Mrs. Fitzgerald. Col. and Mrs. Yount left Rockwell in time to attend the opening of the Olympic Games at Los Angeles on July 30th, and motored from there to San Francisco to embark on the transport en route to Col. Yount's new command at Bolling Field. Maj. Shepler W. Fitzgerald assumed command of Rockwell Field on July 29th.

Eleven recent graduates of Kelly Field arrived at this post to begin their one year tour of active duty and were assigned as follows, effective July 25th.

To 30th Bombardment Squadron: 2nd Lieuts. Wilbur W. Breeding, Henry M. Celik, William G. Ditzen, Theron S. Jobson and John R. Kane, Air-Res.

To 32nd Bombardment Squadron: 2nd Lieuts. Cedric J. Brockliss, Glenn C. Clark, Lloyd W. Earle, Francis H. Matthews and Nathan F. Searles, Air-Res.

To 76th Service Squadron: 2nd Lieut. William L. Trimble, Jr., Air-Res.

The rather scant lineup of aircraft assigned to the 30th and 32nd Bombardment Squadrons was further depleted on Aug. 1st, when Capt. Ellers, Nutt and Lieut. Steel, all of Kelly Field, cleared this station with two B3-A's and one Y1B-4, until recently assigned to the 30th and 32nd. The three Kelly Field pilots and the necessary enlisted crews were flown here by Lieut. George Price in a Ford Transport. It is understood that the Keystones are to be only a four months' loan to the Kelly Field School.

Lieut. Joseph T. Morris, A.C., arrived here July 18th for duty with the Rockwell Air Depot. Lieut. Morris is a recent graduate of the Engineering School, Wright Field, Dayton, Ohio.

Warrant Officer Harry B. White arrived this station June 30th for duty and was assigned as Chief Clerk. Mr. White was transferred to this station from duty with the Reserve Officer's Training Corps, University of California, Berkeley, Calif.

Brooks Field, San Antonio, Texas, Aug. 15th:

Brooks Field is in the unusual position of having more airplanes than pilots. The post is seriously handicapped by a shortage of officers. Under the Army Tables of Organization, as prescribed by the War Department, the Twelfth Observation Group at Brooks Field is allotted a total of 90 officers, including Regular Army and Air Corps Reserve officers on active duty details. The greatest number of officers the group has ever had since it was concentrated at Brooks Field has been 78, and this number has been continually reduced. The group comprises 800 enlisted men and 48 airplanes.

The Group was scheduled to have 18 graduates from the last class of the Advanced Flying School, Kelly Field, but finally only two of these 2nd Lieutenants of the Air Corps Reserve were assigned for active duty training.

First Lieut. Winfield Scott Hamlin, Adjutant of Brooks Field, is receiving the congratulations of his many friends throughout the Service on the announcement of his engagement to Miss Vivian Johnson, charming young social favorite of San Antonio. The wedding will be solemnized the latter part of September.

Lieut. Claire Stroh, A.C., of Flight "E", 16th Observation Squadron, Ft. Sill, Okla., was a recent visitor at Brooks Field, en route to the Depot Supply Conference. Other guests at Brooks Field included Lieuts. Day and Meyers in two P-12 E's, who arrived August 8th on extended cross-country missions from Selfridge Field. Lieut. Franklin, also of Selfridge Field, joined them the following day, having had motor trouble at Scott Field.

On August 3rd, Capt. Benjamin F. Griffin led a flight of six O-19E airplanes from the 12th Observation Squadron to Brownsville, Texas, on a night aviation flight.

Officers of the 12th Observation Group, Brooks Field, have been seeking relief from the heat wave which swept over the country the past few months by trips to Matagorda Island, where they report the fishing excellent and the sea breezes exceptionally refreshing.

Langley Field, Va., August 5th:

Lieuts. Rowe, Gunter, Moxin, Foley and Turner of the 8th Pursuit Group recently returned from Middletown, Penna., following a very instructive and interesting trip through the Air Depot at that station. These officers were extended the privilege of visiting the Depot and were well pleased with the knowledge of engineering and maintenance gained by them. The personnel of the Middletown Air Depot extended every courtesy possible to the Langley Field officers. Trips of this nature bring about a better understanding between the Depot and Tactical units of the Air Corps.

March Field, Riverside, Calif., Aug. 2nd:

The following Reserve officers who completed their training at the Air Corps Flying School, reported for duty at March Field: 2nd Lieuts. Robert W. Brady, William L. Clark, Clifton V. George, Wilburn R. Hunt, John P. Spake, James T. Workman, Robert E. Cooper, Jr., Paul J. Hanspeter, Roger M. Reynolds and Fred D. Stevers.

Lieut. and Mrs. J.C. Crosthwaite are the proud parents of a new aviator, age 4 years. He was recently adopted and will go under the name of John Hugh, ("Kim" Crosthwaite).

The following men left March Field August 4th to report to the 9th Corps Area Athletics Officer for training with the West Coast Army Football Team: Pvts. Maurice Goldberg, Frank M. Miller, Wilbur J. Arnold, Robert S. Pechner, Eldred V. Scott, Joseph Markovich, John W. Smith, Jacob G. Orr, Cecil C. Sanders, Adolph Willers, Albert E. Rhoades and Homer Strickland.

Three matrimonial announcements were made since the last issue of the News Letter.

2nd Lieut. Calvin B. Simmons, A.R., was married on July 6th to Miss Emili DeVore at Pueblo, Colo., where her parents live.

2nd Lieut. Arthur E. Livingston was recently married to Miss Margaret Hastings of Riverside.

Announcement was made of the engagement of Miss Joan Kimball of Los Angeles to 2nd Lieut. Donald Lyon.

The 95th Pursuit and 11th Bombardment Squadrons, from this station, in camp on the sandy shores of Rockwell Field, spent the first week of their bombing and gunnery season in the most morale-destroying activity known to man - waiting for weather to clear. But Old Devil Gloom was finally conquered by a series of athletic contests. A baseball game between the officers of the two squadrons resulted in a dinner in Mexico, paid for by the Bombers. But this defeat at the hands of the quick-thinkers served only to arouse the pride and fighting spirit of the 11th. A challenge was issued to their rivals for a novel "Triathlon", in which each officer drew the name of a rival for contest in tennis, trap-shooting and horseshoes. For two days, during off-duty hours, battle-cries filled the air as tennis balls shot across the island like golf-balls, horseshoes buried themselves in the sand, and clay pigeons tried in vain to escape the persecution of carefully directed buckshot. The contest ran even up to 17-18, in favor of the 95th, when Graves, the Army's champion Pursuit gunner cinched the victory by coming thru with a spectacular finish in horsehoes. And again the 11th paid for the dinner. But the 95th, in appreciation of the hospitality shown, invited the 11th, without a contest, to a third dinner across the border.

Mitchel Field, L.I., N.Y., Aug. 15th:

Organized sport is being developed not only in tennis but also in golf, squash, handball, basketball and bowling. An Athletic Association was formed, which will foster the development of clubs engaged in the various sports. Each club will have a captain and manger and will generate all impetus toward actual participation in the sport.

During July, two new children were born to officers of Mitchel Field - a boy to Capt. and Mrs. Evans and a girl to Lieut. and Mrs. Morrow. Capt. Evans' boy was born on the morning of July 4th, and started off the fireworks for the day. He was born at the Polyclinic Hospital in New York and was named Frederick W. Evans, Jr. Lieut. Morrow's baby girl was born on July 12th at the base hospital, Fort Totten, N.Y. This baby, who was named Jane, is the second for Johnny Morrow, the other being a boy now two years old.

Patterson Field, Fairfield, Ohio, Aug. 2nd:

Capt. H.W. Flickinger departed from this station July 21st on 30 days' leave, accompanying Maj. Aldrin, Air-Res., former Captain in the Air Corps, to Venezuela, South America.

The following were cross-country visitors at this station July 15th to 31st, inclusive: From Ft. Sill, Okla.: Capt. Pritchard; Lieuts. Ritchie with Kirkendall - Selfridge Field: Lieuts. Bradley; McFerren with two passengers; Garrison; Schlanser; Hersam; Black and McLaughlin; Muffat; Auton - Cleveland, Ohio: Capt. Barnhill; Lieut. North; Capt. Price - Ft. Crockett, Texas: Lieut. Foster - Langley Field, Va.: Lieuts. Hanna and Picher; Rowe, leading a flight of five P-12's; Robertson; Capt. Olds - Columbus, Ohio: Lieuts. Rogers with Collins; Bryan and passenger; Davidson - Chanute Field, Ill.: Lieuts. Williams; Scott; Spry with Maj. Brown; Burgess; Capt. Hayward; Rivers - Schoen Field, Ind.: Lieuts. Gullet; Smith; Houle with Matthews - Scott Field, Ill.: Capt. Hayes with Lieut. Bulger; Lieut. Schulgen - Bolling Field, D.C.: Capt. Crosthwaite; Lieut. Jamison - Stout Field, Ind.: Capt. Gale with Lieut. Daniels - Lunken Airport, Ohio: Capt. Schlegel; Lieuts. Coleman with Wheat; Hart - Chicago, Ill.: Lieut. Newhall with passenger - Bowman Field Ky.: Lieut. Welsh.

The following officers ferried airplanes to this station for major overhaul during the past two weeks: From Maxwell Field, Ala.: Capt. Blackburn in a P-12C, July 16th; Maj. Echols in an A-3, July 19th; Lieut. Mills in an A-3, July 20th; Capt. Paul in a BT-2B; Moore in an O-25A; Lieuts. Horton and Moon in A-3's, July 21st; Lieut. Kase in P-12C, July 29th - From Cleveland, Ohio:



Lieut. Backes in an O-38, July 21st - From Ft. Benning, Ga.: Lieut. Mace in an O-25, July 24th - From St. Paul, Minn.: Capt. Palmer in an O-38, July 24th - From Selfridge Field: Lieut. Adams in a P-120, July 25th - From Scott Field, Ill.: Lieut. McLennan in an O-19, July 25th.

The following officers ferried planes to this station for minor repair during the past two weeks: Lieut. Coleman in an O1-E from Lunken Airport, July 15th; Lieut. Catron in an O2-H from Sky Harbor, Tenn., July 16th; Lieut. Rogers in a BT-2 from Columbus, July 16th; Lieut. Smith in a BT-2 from Schoen Field, July 18th; Lieut. Carpenter in an O-17 from Stout Field, July 19th; Capt. Herold in an O2-H from Robertson, Mo., July 20th; Lieut. Barnett in an O-25 from Ft. Benning, Ga., July 24th.

During the past two weeks cross-country flights by officers at this station were made as follows: Capt. Flickinger and passenger to Columbus, July 15th, and with Lieut. Irvine to Columbus, July 18th; Lieut. Irvine to Columbus, July 15th; to Ft. Wayne, Ind., July 20th; to Columbus, July 21st; Capt. Bivins with Sgt. Blair to Selfridge Field, July 18th; Lieut. Timberlake with Lieut. Irvine to Columbus, July 19th; to Stout Field, July 26th; Lieut. Goodrich to Marshall, Mich., July 28th; Lieut. Zeigler to Denmark, S.C., July 30th.

Lieut. Melvin B. Asp, visited this Depot on July 29th, en route to Maxwell Field, Ala., where he was assigned for duty. Lieut. Asp has been on leave of absence from this station since June 5th, which he and Mrs. Asp have been spending in Panama.

The following airplanes and engines (both major and minor) were overhauled at this Station during June: Airplanes - total, 38; major 19, minor 19. Engines - total 63, major 41, minor 22.

Lieut. G.V. McPike ferried a P-12B airplane to Langley Field, July 22d.

Tech. Sgt. Guile ferried Air Corps supplies to Selfridge Field, Mich., July 20th; to Scott Field, Ill., July 21st; to Scott Field, Ill., July 22nd; to Selfridge Field, Mich., July 23d and to Lunken Airport, July 30th.

Lieut. R. L. Williamson ferried Air Corps Supplies to Scott Field, Ill. on July 15th and Lieut. F.M. Zeigler to Scott Field, Ill., on July 19th.

Lieut. G.V. McPike entered the Hospital at Ft. Hayes, Ohio, on July 25th and underwent a minor operation from which he is recuperating as rapidly as can be expected at this writing.

#### Richards Field, Kansas City, Mo., Aug. 1st:

On July 2nd the Kansas City Reserve pilots flew to Overland Park, Kans., to help the Veterans of Foreign Wars celebrate a holiday. Five O-1E's were used, two BT-2A's and one PT-3. The first formation was led by Capt. George Wiggs, local Department of Commerce Inspector, followed by Lieuts. B.A. Sweeney; T.S. Poquette; E.P. Curry; A.G. Hunter; L. Kierman; E. Klose; M. Mullins.

The group was split up over the 3rd -4th-and-5th, six ships going to Grand Island, Nebr., and three going to Emporia, Kans. At Grand Island, the pilots were the guests of the Grand Island Whisker Club. This Club is dedicated to the growing of whiskers for six weeks out of the year, and what is meant is that those boys up there really grow 'em. The pilots were: Captains W.S. Green, J.R. Ransom, Lieuts. J.N. Going, M.R. Pincomb, B.A. Sweeney, C.D. Dailey, A.G. Hunter, T.S. Poquette, E.P. Curry, and Sgt. Mathews. Capt. W.B. Wright was in charge. Pilots to Emporia were: Lieuts. B.D. Morley, B.M. Diggle, E.L. Winn; Capts. Wilton Briney, W. Moore.

On July 7th Capt. Wright led a formation to meet Col. McCormick, owner of the Chicago Tribune.

#### Kelly Field, San Antonio, Texas, Aug. 11th:

Capt. Wilfred H. Hardy, A.C., reported for duty at Kelly Field, having completed a tour of duty in the Philippines.

Lieut. Harold A. Moore, Instructor in the Observation Section, and Lieut. Odas Moon, Instructor in the Bombardment Section, were promoted to the grade of Captain.

Capt. Orlo Quinn, A.C., Bolling Field, Washington, D.C., is on leave visiting friends in San Antonio and Kelly Field.

Lieut. E.A. Hillery was a visitor at Kelly Field July 28th on his way from his home station, Langley Field, to El Paso, Texas, in a B-6 airplane.

Capt. Lawrence P. Hickey, Maxwell Field, Ala., spent a few days at Kelly Field recently. He left for Ft. Crockett Aug. 6th.

Capt. B.M. Giles arrived at Kelly Field Aug. 6th from his home station, Rockwell Field, Calif. He was on his way to Randolph Field to fly a plane from there back to Rockwell Field.

40th School Squadron: Pvt. Stevent Ivie transferred from 9th Infantry, Ft. San Houston, Texas.

Cpl. Riley & Pvt. Levet returned from Hospital at Ft. Sam Houston, Texas.

The following named men are on furlough visiting their homes: Mr. Sgt. O'Briant - Corpus Christi, Texas; St. Sgt. Caughey - Vincennes, Ind.; St. Sgt. Silberman - Fayetteville, Texas; Sgt. J. Casper - Wilkes-Barre, Pa.; Pvts. G.A. Russell - Myrtlewood, Ala., E.Z. Johnson - Barnes City, Ia., W.P. Chapman - Lufkin, Texas, A.F. Parker - Yamas City, Mich.

Pvt. Bernard Doherty purchased his discharge and is now herding taxi's through the streets of San Antonio.

Pvt. Gus Peterson was promoted to Pvt. 1/cl. and we now see him driving a car that looks like a fire wagon. So far, we haven't been able to see under the red paint to find out what kind it is. At any rate, we have a new Fire Chief in the outfit.

41st School Squadron: 1st Lieut. George H. Steel made a cross-country to Rockwell Field, Calif. to ferry an airplane to this station.

Capt. C.W. Ford was relieved from this organization and departed for the Command and General Staff School, Ft. Leavenworth, Kans.

42nd School Squadron: The class has now entered into Observation training proper. Work in Puff targets, Photography, Reconnaissance and some formation flying with a navigation flight last week constitutes the training at present.

Promotion of 1st Lieut. Harold A. Moore to the grade of Captain was announced by the War Department. Capt. Moore has been an instructor in the Observation Section for quite a while. He is Flight Leader of Flight "B" in this class and also assistant Director of Observation.

The new puff target range was opened last week and so far is operating very satisfactorily. Although prearranged problems are used, any pot can be fired that is desired. This arrangement is far more desirable than the old system.

#### Selfridge Field, Mt. Clemens, Mich., August 9th.

Newcomers to the gunnery camp at Oscoda, Mich., include Lieuts. Brignall, Tennes and Waitkus, Air Reserve, who are serving a two weeks' tour of active duty with us. When they arrived here they received a hearty greeting from many friends of former days. Another newcomer is Lieut. D.C. Doubleday, just recently assigned to Selfridge Field from Chanute.

The annual Reserve Officers' Summer Training Camp for the Sixth Corps Area has just been completed, and all concerned feel justly proud of their unblemished performance record. Two forced landings were capably handled and no damage resulted to personnel or airplanes. Lieuts. O'Donnell and McCoy deserve credit for their excellent management of the camp.

To curtail the usual amount of preliminary training at Oscoda necessary to acquaint new officers with the technique of bombing, a bombing range has been constructed on the Eastern edge of the field. This expedient will allow all pilots to "keep their hand in" at bombing and will aid materially in training of new pilots.

Work on the field lighting system is in progress and will be completed within thirty days. The Group will start extensive training in night activities as soon as this is completed.

Movement of the various shops and field activities from old to new buildings is about completed and the machinery for efficient functioning is being set up.

Five new Reserve officers reported for a year's active duty, viz: 2nd Lts. Wilbur W. Aring, James L. Bruce, Lester E. Krug, Jesse Neal and Marion D. Unruh.

#### Fifth Composite Group, Luke Field, T.H., August 4th.

Four popular Reserve officers, 2nd Lieuts. Lawrence T. Pugh, Edward N. Coates, Floyd E. Nelson and George W. Peterson, completed their tours of active duty at this station and departed for their homes on the USAT "GRANT." Second Lieut. Howard B. Lathrop completed his two years of active duty as a Reserve officer and sailed for the mainland July 19th.

During the past month, the 4th and 50th Observation Squadrons each spent two weeks in the field, encamped at the Air Corps Reservation at Waimanalo, where they spent their time in intensive aerial gunnery, bombing practice and exercises.

A number of cooperative missions were flown for other branches of the service, including tracking for AA gun drill, observation, radio communications and tow targets.

Training for the units operating from Luke Field consisted of aerial gunnery, aerial photography, navigation, reconnaissance and radio communications.

The ancient and honorable game of "Barnyard Golf" - otherwise known as Horseshoe Pitching - was revived at this station, and the News Letter Correspondent has seen everyone from the C.O. to the lowliest Private indulging in this fascinating sport. A tournament is in full swing, and the enthusiasm and interest shown indicates that even though the noble horse is doomed, his memory will live forever in this game.

50th Observation Squadron: The new Squadron recreation room is almost completed and within a short time this Squadron will have the finest on the post. The Squadron area has been rearranged and landscaped, several buildings were moved and new walks laid.

4th Observation Squadron: In addition to the work at the gunnery camp at Waimanalo, the Squadron was occupied with aerial photography, mapping, reconnaissance and various other tactical training missions. Nine cooperative mis-

(Continued on page 358)



The 1932 season of the Intra-Mural League, Mitchel Field, N.Y., composed of the three Observation and the Service Squadron came to an exciting climax on August 11th on the post diamond, as the exceedingly strong 5th Squadron turned back last year's champions, the 61st Service Squadron, in the most bitterly contested and thrilling game of the year, by the close score of 1 to 0. The contest was featured by the superlative hurling of the opposing pitchers, the 5th throwing Connally, their star bespectacled twirler against the smart young right-hander of the 61st. Not a hit was scored on either side until the 4th inning. Both teams battled evenly until the 5th Squadron's half of the 9th, when with runners on first and third Snow hit a hard drive to left which scored the winning run. Mix pitched a beautiful game and had he been afforded the same brand of defense as the 5th Squadron the outcome would have been pro-

longed indefinitely. His mates constantly made errors, which forced him to put everything possible on the ball.

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The Selfridge Field baseball team has had, as is consistent with life, its ups and downs during the past two weeks. A combination batting practice and track meet with the Hazel Park nine from Detroit resulted in the rather decisive score - Hazel Park 7, Selfridge Field 16. Privates Harmer and Hopler pitched. The State Truckers team from Flint, Mich., won from Selfridge Field, 8 to 3, to avenge a last inning rally in last year's game that beat the Truckers' 8 runs. Selfridge won from Fairfield, 5 - 2, Private Hopler allowing only two hits.

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The Fort Meade Tankers from Maryland, on July 29th, took the leadership in the 3rd Corps Area baseball playoff, dealing the Langley Field Birdmen their first setback in the championship series, score 4 to 1. "Ace" Thomas, south-paw star hurler for the Birdmen, pitched creditably, but bunched hits in the second and eighth enabled the Tankers to tally twice in each period. He set a record in Corps Area baseball this season by whiffing sixteen. Two of the six hits garnered from Wagner, speed ball merchant of the Tanks, were bunched in the final frame to net the Birdmen their solitary tally. Jeanette contributed three of those safeties. Meade presented a flashy squad of players - as fine a baseball aggregation as has been seen on the local diamond this year.

The Langley Field Birdmen, on July 31st, rallied in the later stages of the game to triumph over the powerful "Patrol Beaters" from Norfolk, 8 to 3, in a contest marked by the powerful pitching performance of "Swedo" Guin, the Airmen's speed ball merchant. Frequent spells of wildness by Gorganeous, on the hill for the Coppers, proved his undoing, nine Fliers working him for free passes. "Lum" Leary, stellar shortstop of the locals, contributed a homer in the second inning, the longest drive on record this season. Wainright, Airmen's left fielder, led the assault on the Cop hurler with three bingles in four times up.

On the morning of August 1st, the Langley aggregation journeyed to Fort Humphreys to meet the Engineers in a return contest. The Birdmen captured a 4 to 1 decision in the first contest. The Fort Meade Tanks are undefeated so far in the championship finals and are leading the play-off, with Langley right behind with 3 victories and one defeat. The squad will be away from their home station approximately a week for the final games of the Third Corps Area playoff. Either a championship for the Birdmen or the position of runner-up will be in the hands of the Langley aggregation upon their return from this crucial road trip.

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The Intersquadron and Intergroup Baseball Leagues at March Field, Calif., which have been running full blast since last Fall, resulted in the selection of a post team which bids fair to be a leader in the great American sport in Southern California. The 95th Pursuit Squadron won the title in the Intersquadron League with a percentage of 857, with the 73rd Pursuit Squadron coming second with a 666 percentage. Eight teams comprised the Intersquadron League. The members of the 95th will be presented with individual awards at a later date. The 17th Pursuit Group continued to uphold the honors of Pursuit by winning the Intergroup series, teams being picked from four Pursuit squadrons of the Group. A trophy will be awarded to the winning Group in the near future.

Negotiations are under way for games with Mather Field, Presidio of San Francisco, Navy and Marines at San Diego and the Navy at San Pedro. The post team is composed of Tech. Sgt. J.M. Suggs, Captain; Staff Sgts. Andy Klapak, Howard B. McIlhenny, Sgts. Edgar R. Henderson, Benno W. Hild, Theodore E. Walker, Corporal David W. Norris, Pvts. Lee Cox, Donald Gagner, George P. Hammond, Robert J. Hill, Walter T. Kaylor, Arthur E. Lovering, James M. Lepper, Kenneth W. Lund, Joseph Rudolph, John P. Shadko, Edgar D. Swan and Matthew J. Woods.



Tennis for the first time since 1929 has made great strides at Mitchel Field, due to the interest stimulated by Capt. Leo F. Post, the new E. & R. Officer. A tennis tournament for enlisted men run off recently was won by Sergeant S. N. Lapsley, former champion of the Hawaiian Islands. Private George E. Miller of the 5th Squadron was runner-up. From the contestants in the tournament a team of four has been picked which will represent Mitchel Field in a Harbor League composed of teams from posts in the metropolitan area. It is expected that Mitchel Field will make a creditable showing in the opening match against Fort Jay.

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BASEBALL (Continued)

Luke Field is now in fourth place in the Sector-Navy Baseball League, having dropped games to the Marines, Submarine Squadron Four, Honolulu and the Mine Craft during the month. The Luke Field nine defeated Fort Shafter and Fort Kamehameha. Although all chances of winning the pennant are gone, the team is fighting hard to rise a place or two on the list.

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GOLF TOURNAMENT AT MITCHEL FIELD

A golf tournament for the championship of Mitchel Field is now being played on the Salisbury Country Club course adjacent to the field. Of the 19 starters, only about nine are left as the match play swings into the third round. Handicaps were computed on the basis of the three best scores played on the course and all play is run off accordingly. Some of the most prominent contenders at the beginning of the third round are Majors W.O. Ryan, C.H. Wash, Captains J.J. McCulloch, E.E. Harmon and Lieut. C.J. Kenney. Captain Harmon at this juncture is favored to win.

The award, a handsome silver golfer, mounted on a pedestal, has been donated by the Commanding Officer, Col. J.H. Howard.

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(Continued from Page 356)

sions were performed, including radio communication with the 14th Naval District, target towing for the Harbor Defenses of Pearl Harbor, and artillery adjustment for the 11th Field Artillery.

23rd Bombardment Squadron: This organization moved to the Waimanalo Reservation by airplane and motor convoy, August 1st, and returned to Luke Field August 15th. The annual gunnery and bombing exercises were held there, and some high scores were made.

Several night tracking missions for searchlight drill were flown during the past month, and routine tactical missions were flown with an efficiency and dispatch that speaks well for the organization.

72nd Bombardment Squadron: The Squadron moved to Waimanalo August 16th. During the past month, training consisted of inter-plane radio communication, aerial gunnery, night flying and tow target missions. A number of tracking missions for searchlight drill were flown, boosting the total night flying time considerably.

65th Service Squadron: The 65th Service Squadron was kept busy the past month furnishing escort flights for a number of inter-island trips. Every island of the group was visited, transporting personnel and supplies.

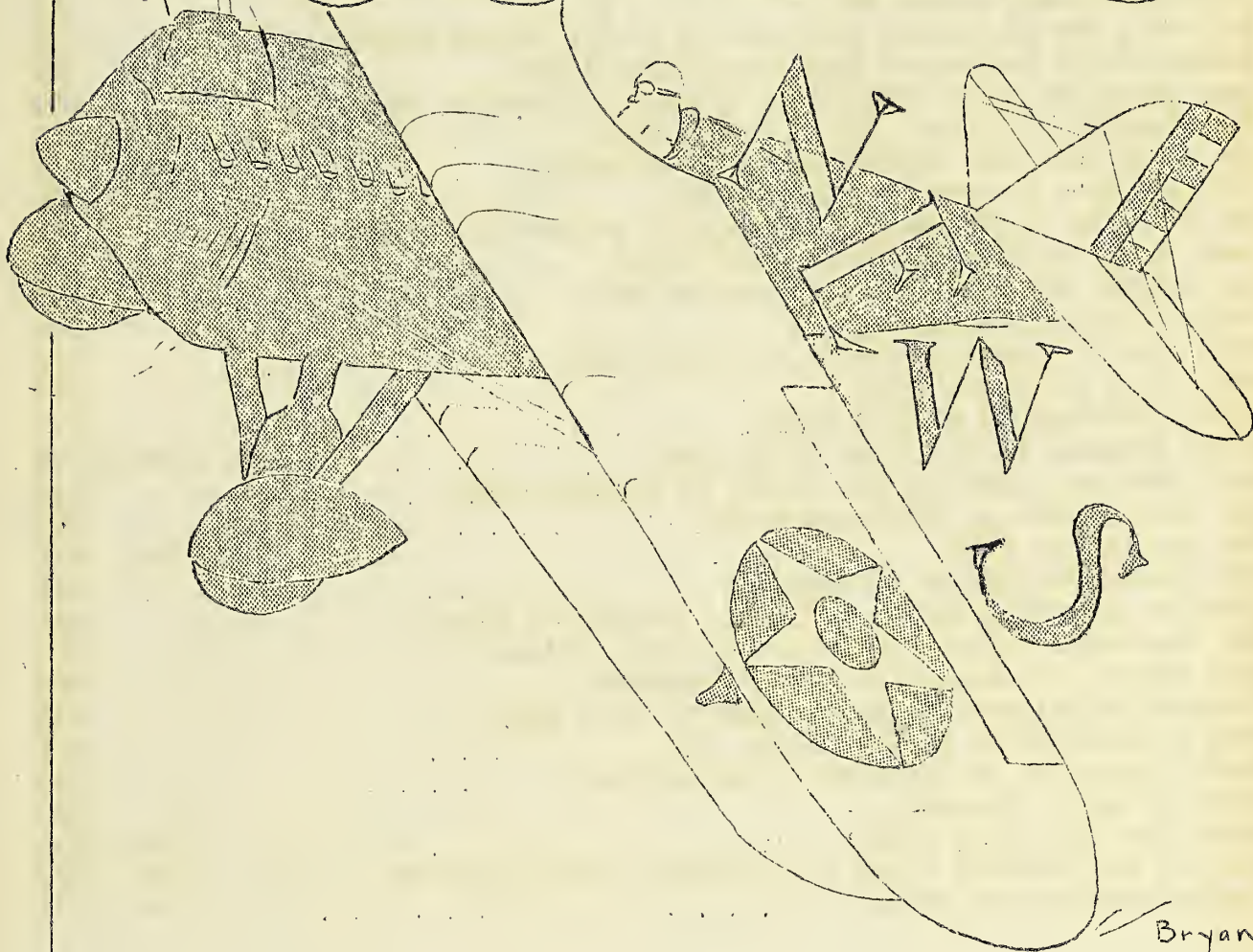
11th Photo Section: During July, this organization was busy printing and laying mosaics. Two inter-island flights were made - one to Garden Island (Kauai) and the other to Hawaii. On these flights, several maps were made, covering approximately 400 square miles. The laboratory force turned out all the finished mosaics in record time.

18th Pursuit Group, Wheeler Field, T.H. All squadrons of the Group were occupied principally with preliminary aerial gunnery and bombing three days each week. On the fourth day, weekly, there was a Group tactical problem with radio control. Work on instrument flying, unit formation training and night flying has filled out our schedule.

Most of our pilots have become familiar with the task of towing targets for the anti-aircraft, working with the 64th Coast Artillery at Fort Weaver. Lieut. Hix just completed two weeks' temporary duty with the 64th, learning all about the problems of those on the ground and acting as liaison officer during our cooperative missions. Lieut. Horton is now serving in the same capacity.

On July 16th, the Group Commander and his staff inspected all airplanes and pilots of the Group. Following this, an aerial review was flown, units passing by in extended, open and close formation, respectively.

# AIR CORPS



Bryan  
stout Field  
Ind. N. G.

# LETTER.

ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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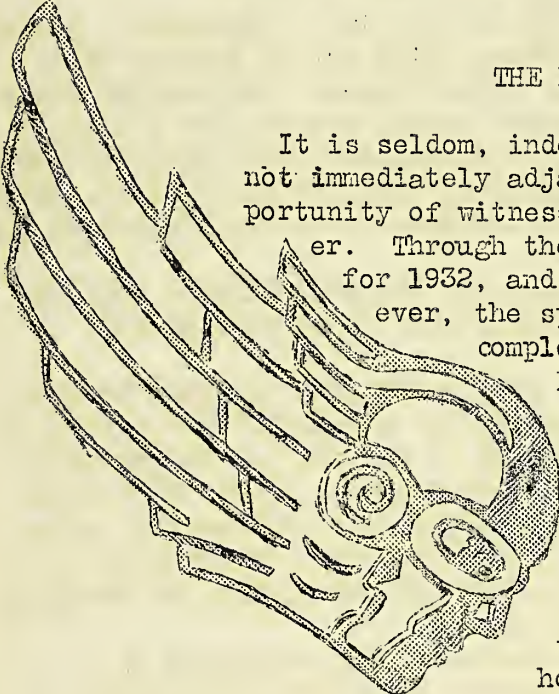
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from the Fields.

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### THE NATIONAL AIR RACES



It is seldom, indeed, that those citizens living in places not immediately adjacent to a large Army flying field have the opportunity of witnessing the daily aerial routine of the Army flyer. Through the courtesy of the National Air Race Committee for 1932, and the thoughtfulness of Cliff Henderson, however, the spectators at the National Air Races saw one complete Pursuit Squadron and an honest-to-goodness Bombardment flight go through their daily grind as they would high in the air above their home stations.

The Air Race Committee took care of the costs of operation and the personal expenses of pilots and mechanics for the duration of the Show, and in this way provided the participants with just so many hours of tactical training over and above that allotted at their home stations from appropriations made for that purpose. The Army flyers took part in no races

or contests except, perhaps, the contest against possible inaccuracy in their flying maneuvers.

The participants were the following:

17th Pursuit Squadron of the 1st Pursuit Group at Selfridge Field, Mich., with Curtiss P6-E single-seater Pursuiters, with 600 h.p. Curtiss "Conqueror" Prestone-cooled and supercharged engines.

Captain Ross G. Hoyt, Squadron Commander.

#### Second Lieutenants

Norman D. Sillin	Flight Leader	Norman R. Burnett	Pilot
Donald L. Futt	" "	Lawrence O. Brown	"
Paul M. Jacobs	Engineer Officer	James C. Guthrie	"
John W. Kirby	Pilot	Dan Hughes, Jr.	"
Edwin R. French	"	Clyde A. Parlette	"
Daniel C. Doubleday	"	John D. Pittman	"
Llewellyn O. Ryan	"	Ernest K. Warburton	"
Morley F. Slaght	"	* Roger M. Ramey	Finance Officer
Frederick W. Castle	"	* Jarred V. Crabb	Press Relations Officer
George F. Schlatter	"	* Jesse Auton	Transportation Officer

#### \* Reserve Pilots

Bombardment Flight from the 2nd Bombardment Group at Langley Field, Va.

Captain Robert Olds, Flight Commander, (Group Headquarters)

2nd Lieut. William G. Bowyer, co-pilot )

Captain Robert T. Cronau, pilot, 20th Squadron Bomber )

2nd Lieut. Richard J. O'Keefe, co-pilot )

Captain John Paul Richter, pilot, 96th Squadron Bomber )

2nd Lieut. John P. Ryan, co-pilot )

Captain Eugene L. Eubank, pilot, 49th Squadron Bomber )

2nd Lieut. Lawrence S. Kuter, co-pilot )

Captain Ennis C. Whitehead and Lieut. Alfred E. Kessler, Jr., accompanied the Pursuiters, each piloting a transport load of mechanics. The ground crew for the Bombers flew as passengers in the multi-seaters.

Representing the Chief of the Air Corps as Liaison Officer between his office and the Army flyers at Cleveland was Lieut. Charles M. Cummings, of the Training and Operations Division. Having spent some time previously in Cleveland

as Regular Army Instructor with the National Guard Observation Squadron there, Lieut. Cummings was well acquainted with the Air Race Committee Staff, and thus easily and readily smoothed out the little details of cooperation between the military establishment and the Race Committee.

Lieut. Roland Birm, of the Information Division, Office of the Chief of the Air Corps, was the announcer of all Army events and, in addition, arranged a 30-minute broadcast by the Air Corps over a large N.B.C. network, at 1:00 p.m. (E.S.T.) on Labor Day, through the kind efforts of Tom Manning, the local N.B.C. representative.

On Saturday, August 27th, the Bombing flight flew in to Cleveland, picking up its weather reports on their radio when thirty miles out of Langley Field, and gradually converging on Cleveland's radio range beacon. The weather could have been better over the Alleghenies, but each weather report gave a higher ceiling and rising barometer, which is always encouraging to the cross-country flyer. On the following day the Pursuiters arrived from Selfridge Field, after a short and uneventful trip, and parked their airplanes with the Bombers at the Army pit to the left of the grandstand line.

The Air Race Committee left nothing undone for the Army flyers' comfort. Officers and enlisted men were provided accommodations at several of the prominent hostleries of Cleveland.

Realizing that 40 minutes' flying a day was too short a practice period for their pilots, Captains Olds and Hoyt arranged for a "warming up" period of about an hour each noon, wherein combined tactics of Pursuit vs. Bombardment were indulged in over the lake front near the city proper. To the Pursuiters from Selfridge Field, removed as they are from contact with Bombardment aviation, this was a rare treat, indeed. It is a bit different to practice an assault on a flight of real Bombing planes than on another Pursuit or Training plane formation which simulates a bombing flight.

Just as welcome was the sight of these tactics to the residents of Cleveland and vicinity. Other visiting Army flyers in uniform were often plied with questions by spectators regarding the work of the Air Corps flyers in the air.

Flying over the airport, in view of the crowds at the Races, the Pursuiters held forth daily during the afternoon, and the Bombers in the evening, in addition to their noon-day combined practice. The Pursuiters flew an 18-ship formation, keeping three of their pilots on the ground in reserve. Just as interesting to the spectators as the perfectly aligned formations was the shifting of the squadron from one formation to another, and the manner in which the individual pilots, the elements and flights formed on the leader of the next largest group. Among the many formations flown were the flights in line, elements in echelon, and the massed diamond and wedge formation. The most thrilling, from a groundling's viewpoint, was the entire squadron flipping over, element by element, in a 90-degree diving turn and reforming into their regular squadron formation as they continued their screaming dive on an imaginary enemy in the air or on the ground.

At night, promptly at 8:30 p.m., a formation of three Bombers put in their appearance over the grandstands and went through a series of changing formations and maneuvers. A fourth Bomber usually stayed on the ground in reserve and acted at times as a ground radio station for the Bombers aloft. The pilots and co-pilots alternated responsibilities, for this was as much flying training as if it had been carried on at their home stations. After a 15-minute period over the airport, the Bombers retired to the city lake-front where their practice continued, during which time a fireworks display was held at the field. The display was followed by a simulated attack on a miniature village set up on the airport, in which troops of the Ohio National Guard (Infantry) attacked the village held by the enemy, after the Army Bombers had gone over on the split-second prearranged schedule and subdued the village by laying of imaginary "eggs."

Tuesday, August 30th, was Army Day at the Races, whereupon the rest of the First Pursuit Group from Selfridge Field flew down to Cleveland and combined with the 17th Squadron there to practice a Group problem in attack of a Bombing formation. Described by the Selfridge Field Correspondent to the News Letter, the description of the flying follows:

"On August 30th, a date designated as "Army Day" at the National Air Races at Cleveland, the 1st Pursuit Group, under the leadership of Major Gilkeson, Group Commander, took part in the program by passing through some of the



the formation and combat training flying which must be performed by Air Corps units.

All units of the 1st Pursuit Group were present for the demonstration. The 17th Squadron, Captain Hoyt commanding, had flown their P-6E's to Cleveland on the 28th, to remain for the duration of the Races. The P-12E's of the 27th and the B/J P-16's of the 94th Squadron flew down from Selfridge on the morning of the 30th to join the 17th. (The 27th is commanded by Captain R.C.W. Blessley, and the 94th by Captain A.B. Ballard).

The demonstration took the form of a regular 'Group problem,' and this fitted in well with the training program of the Group. The Pursuit squadrons were to cooperate in attacking an enemy Bombardment formation, the 'enemy' in this case being represented by a flight of four big Bombers from the Second Bombardment Wing of Langley Field. As a preliminary to the actual air battle, several close drill and review formations were flown by each squadron. Then when the Bombers flew over the Cleveland Airport, the battle began, and the Bombers were attacked again and again by criss-crossing flights of P-12E's, P-6E's and P-16's. There were 51 Pursuit planes in the air trying to 'get' the Bombers, and to the people in the stands at the Airport the air battle was a thrilling and impressive sight.

That Cleveland and the visitors to the National Air Races were pleased by the opportunity of seeing something of what the Air Corps is doing is well attested by the articles and editorials in the Cleveland papers. As one newspaper said: 'The Cleveland Plain Dealer calls the thrill provided by the army fliers the greatest of the air races to date. The awesome sound of the superb air flotilla not only created a tingle down the spines of some 25,000 persons gathered at the airport, but caused all Cleveland to pause and stare up into the hot sky.' And: 'To the Selfridge Field flyers, it was just another day's work. They went up into a bumpy sky, did their day's work, and came home. But to the thousands that saw them, it was a thrilling, never-to-be forgotten example of man's mastery of the air.'

And while we are on the subject of the National Air Races, we should not forget the work of our fellow service pilots - the Marines. The Navy did not participate this year, but the 6th Observation Squadron of Marines from Quantico, Va., under the command of Lieut.-Col. Ross E. Rowell, gave a wonderful exhibition of cross-over turns by sections, with a climax of actual dive-bombing of the circular target in front of the grandstands.

They were flying Curtiss "Hell-Divers," and each day after their squadron formation had strung out into a Inufberry Circle, the circle would suddenly break with the leader diving out and down for the circle, dropping a small practice loaded bomb as he dove, and pulling up to let the spectators see the precision of his hits. Following him came the others, one by one, until the crowd got a good idea of one phase of "bush warfare" from the air.

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#### BROOKS FIELD PLANES ACT AS EYES OF RELIEF WORKERS

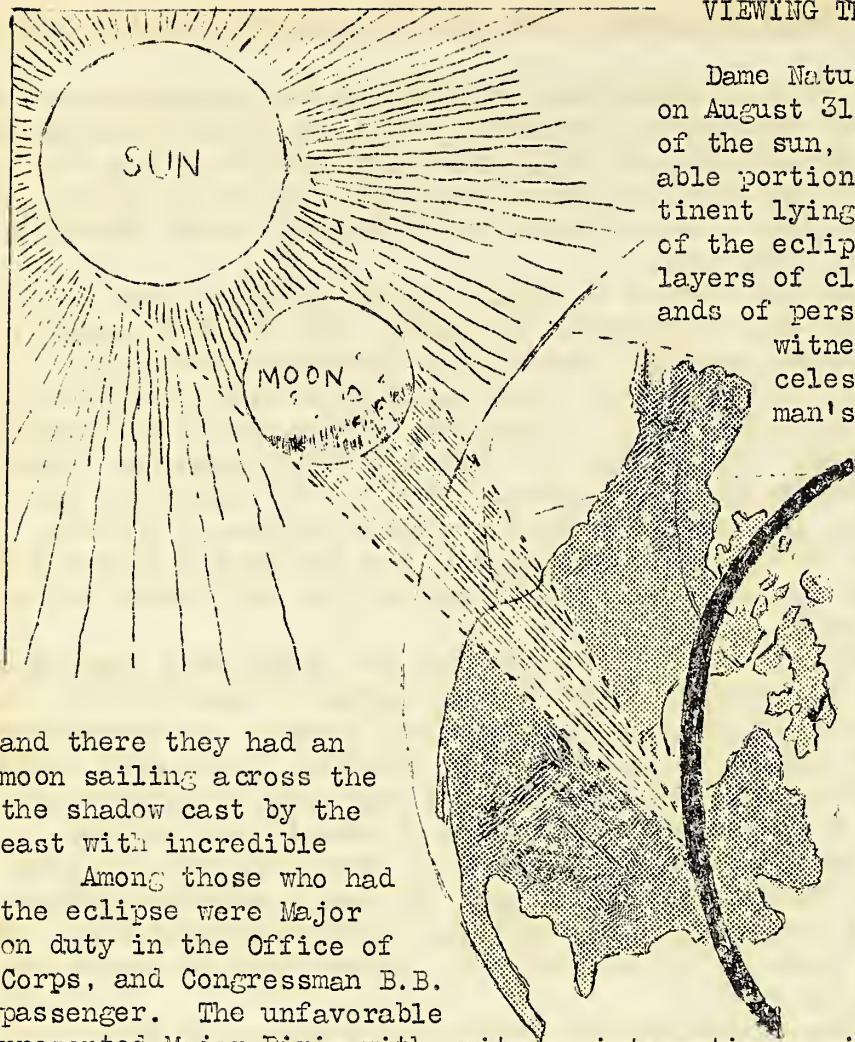
Four planes from Brooks Field, San Antonio, Texas, played a big part in the rescue of and the sending of food to families marooned by the Rio Grande flood waters. Acting as the "eyes" of the relief forces, the planes flew up and down the flood areas of the Rio Grande Valley, locating marooned families and directing relief parties to them. The relief parties moved by boat, carrying food and clothing.

Lieuts. Howard C. Denison and W.B. Walner, Air Reserve, were forced to abandon one of the bases of relief operation when the flood waters inundated the municipal airport four miles west of McAllen. A civilian plane at the field was badly damaged because its owner, not trained in night flying, was unable to take the plane off the ground.

Two Brooks Field planes, manned by Lieuts. H.C. Stelling, L.J. Connors and Carl A. Brandt, K.H. Greeson, operated from Brownsville, Texas. Lieuts. Denison and Walner operated from McAllen, from an old Army field west of the town.

---oOo---

At the close of the Cleveland Air Races, several of the International pilots visited Wright Field, Dayton, spending a day in going through the laboratories. They were Lieut. Assolant, France; Lieut. Zotti, Italy; Lieut. Atcherly, England; Colonel George Kossowski, Poland, and Lieut. d'Abreu, Portugal.



and there they had an moon sailing across the the shadow cast by the east with incredible

Among those who had the eclipse were Major on duty in the Office of Corps, and Congressman B.B. passenger. The unfavorable presented Major Pirie with quite an interesting navigation problem, which was carried through to a successful conclusion.

Major Pirie and his passenger took off from Bolling Field, D.C., on Tuesday, August 30th, landed at Newark, N.J., for servicing, and then proceeded to Fort Ethan Allen, Vt., on Lake Champlain. They planned to take off from this ancient Army post the next day, shortly before the start of the eclipse, and fly eastward to the vicinity of Guildhall, Vt., about 85 miles distant.

As before stated, on the day of the eclipse the sky was overcast. Right above Fort Ethan Allen, however, there was a big hole in the clouds, over a mile in diameter. Taking off at 2:25 p.m., Major Pirie climbed above the clouds, the tops of which were at an altitude of about 2,000 feet, and headed due east. This was the only rift in the clouds within the vision of the airmen, and they noted that the top surface of the clouds continued to rise. At about 3:15 p.m., Major Pirie calculated he was at Guildhall at about 10,000 feet altitude, and that the top of the clouds was at about 9,000 feet. At that time the eclipse had nearly reached totality and, in order to be able to observe it as many seconds as possible, Major Pirie turned southeast at 3:20, moving directly down the path of the eclipse.

At 3:25, the airmen could distinctly see the shadow of totality approaching rapidly from the northwest. It grew so dark that it was necessary to switch on the navigation lights, and Mr. Harlan in the rear seat was unable to see the shutter adjustments of his camera. Three or four minutes before the total eclipse, the entire horizon in all the 360 degrees appeared just like a brilliant sunset, the shadows of the various cloud banks giving off a varied assortment of colored effects.

Major Pirie had with him a motion picture camera, and both he and Mr. Harlan took photographs just before, during and just after the total eclipse. They could distinctly see the stars blinking in the sky. After the shadow cast by the moon caught up with them, they followed down its path for about three minutes until it passed them and swept away rapidly in the opposite direction.

Before going aloft, Major Pirie carefully studied the weather maps and, while it was calm on the ground, he calculated that at 10,000 feet the wind would probably be from the west and blowing at the rate of at least 20 miles per hour. Receiving reports that there were some broken clouds to the south, he turned his plane a little to the west of south, about 190 degrees, and flew in that direction for 35 minutes. No openings in the clouds were to be

seen, and the tops became higher and much more dense. There was no cause for alarm, however, as the plane had a four hours' gas supply. At about that time it was realized that it would not be advisable to proceed southward any further. Earlier in the day a radio broadcast was received to the effect that there were broken clouds in the eastern part of New York State. Major Pirie turned and flew directly west, intending, if possible, to come down in the vicinity of the Hudson River, and then fly down to New York. Ten minutes later a small hole was visible in the clouds, but on looking down only the tops of mountains could be discerned, the clouds resting directly on them.

After flying for about 35 minutes longer, Major Pirie saw a large hole in the clouds, about a mile across, and underneath a river which he supposed was a stream about half way between Connecticut and the Hudson. There being no more holes in the clouds visible in any direction, he pointed his plane downward and found he could fly down across this river even though the clouds were completely down on the mountains on either side. He checked his location and concluded he must be on the Connecticut River at about Woodsville, Vt. Because of the low visibility not much could be done in the way of definitely checking his position. Flying over a town he saw, much to his joy, the name of Brattleboro, Vt., painted on a roof in large letters.

From Brattleboro, Major Pirie proceeded directly to Hartford, Conn., arriving there at 5:30 p.m. He figured that the wind at 10,000 feet was blowing at a velocity nearer to 40 miles per hour than at 20 miles per hour originally estimated, which probably accounted for the fact that he was between 30 and 40 miles farther to the east than he anticipated.

Reaching Hartford, he found the entire Connecticut National Guard Squadron at the airport, this organization just having gone through some exercises. He took the opportunity of looking over their airplanes and hangars and found the equipment in the very best condition, and as good as he had seen at any National Guard station. Following this inspection, he and Congressman Harlan accepted an invitation from the Guard officers to attend the regular dinner of the organization scheduled for that night. They remained at Hartford overnight and reached Washington the following evening.

In connection with radio reception, Major Pirie switched his radio receiver to the broadcast band, and in the period before, during and after the eclipse he listened to the broadcast concerning it which proved of great value and help, since advance information was imparted to them as to what they could look for. It was very noticeable that for about 15 or 20 minutes during the period of the eclipse the radio reception was much stronger and exceptionally clear.

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In ascending to an altitude of 27,000 feet above sea level, Captain Albert W. Stevens, premier aerial photographer of the Army Air Corps, and 1st Lieut. Charles D. McAllister, pilot, viewed the eclipse from the highest vantage point of any of the other observers who went aloft for that purpose. According to newspaper reports, a total of 61 airplanes took the air for this special occasion. Lieut. McAllister piloted a Fairchild F-1A photographic plane, powered by a "Wasp" engine equipped with a supercharger geared to make 14 revolutions to one of the engine propeller.

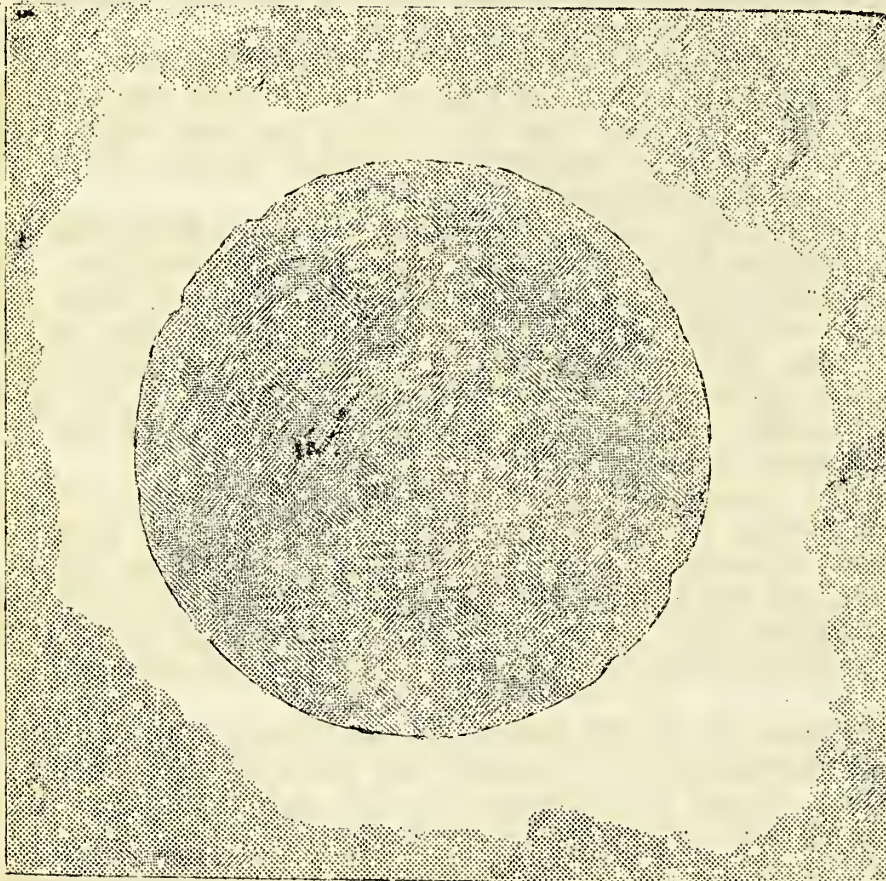
Captain Stevens took up with him three types of cameras, one with long focal length to shoot the corona; one of medium focal length and the third with a short focal length. Only the medium focal length camera was equipped with a ray filter. The shutters were slowed down to give an exposure of one-seventh of a second. This proved to be sufficient to obtain photographs of the moon shadow, using both the medium and short focal length camera. A faster exposure could have been used on the corona. Negatives were secured of the shadow moving across the clouds which show the character of the shadow very distinctly. With these negatives made a few seconds apart, the passage of the shadow can be noted from cloud to cloud.

In addition to the cameras, a device was carried for measuring the intensity of cosmic rays at high altitudes. This device is described by the Material Division correspondent elsewhere in this issue. Captain Stevens stated that since cosmic rays vary immensely with increase of altitude they offer the possibility of making altitude measurements through the varying intensity of the rays themselves.

The flight of Captain Stevens and Lieut. McAllister to the scene of the totality of the eclipse was sponsored by the National Geographic Society, which defrayed all the expenses incident to same. In reporting upon the eclipse,

Captain Stevens likened the phenomenon to a "Celestial hurdle race staged only for eyes that could view it from miles above the clouds. For 30 miles he and Lieut. McAllister watched the approaching great dark spot of shadow moving at a speed greater than that of a rifle bullet, as it topped cloud bank after cloud bank, apparently sinking to earth between the clouds. The cloud masses which almost ruined the observations of many astronomical expeditions in the New England area were actually a help to the National Geographic Society expedition, providing a splendid screen for Captain Stevens' observations. He made exposures of the approaching shadow at 5-minute intervals and is confident that some of his plates will show the curvature of the rushing shadow, a photographic feat never before successfully accomplished.

From 27,000 feet above sea level, Captain Stevens said, conditions for observing the sun itself were ideal. The delicate colors of the corona and prominences were visible in their full glory. A number of photographs were taken. To identify points around the sun's disk, he adopted in his report to the National Geographic Society the device of indicating the positions by comparison to those of an hour hand in its travels around a clock face.



"The corona," he said, "had a very marked extension or protuberance, giving a very sharp point at a position, relative to the sun, corresponding to the position of the hour hand at half-past 10 on a clock face. At the position corresponding to 4 and 5 o'clock, there were other protuberances.

At totality the entire corona had sprung into sight very much as if some one had snapped an electric switch. The color of the corona was a pale white. The 5 o'clock protuberance had a rose tint. The long one at 10:30 was a delicate bluish white. The maximum extension of the longest protuberance was about the diameter of the sun away from its disk. The balance of the corona ex-

tended about one-quarter of the sun's diameter, the protuberance at 4 and 5 o'clock being about one-third of the sun's diameter.

At the moment of the reappearance of the sun's disk the sun appeared as a point of light. At high altitude even this pinprick of light is so dazzling that it cannot be viewed by the naked eye. The corona instantly disappeared. As soon as the sun became uncovered even slightly the visible surface seemed to be more intense in appearance than when the sun as a whole is viewed ordinarily.

Before totality the shadow was seen advancing as a broad grayish-purple area with softened edges. It was definitely determined to be the moon shadow when it was about 30 miles away. Owing to the broken character of the cloud formation, the advance of the edge of the shadow from one cloud bank to the next cloud bank was distinctly marked. The most remarkable aspect of the shadow, visibly, was the appearance of the far edge. Near the horizon, it had a saffron color. Between the observer and the horizon the air appeared of an indigo color. The color of the horizon line can best be described as being that of steel just before it is ready to melt. It may also be described from five miles in the air above a layer of clouds as being half way between an orange and lemon color or as a little lighter than a yellow warning traffic signal.

Under the airplane could be seen the dark surface of the earth. The clouds directly underneath the airplane were platinum colored. After totality the shadow passed out to sea, where there were fewer clouds, and where it was soon

lost against the dark background of the ocean. This condition was exactly the same as the appearance of the shadow of the moon observed by me on the clouds of Honey Lake, Nevada, about two years ago, where it was also much more distinct on its approach than when it receded."

Captain Stevens reported an unusual phenomenon which appeared 15 minutes before totality. It was a formation that appeared to be made up of streamers of light like long columns extending from the clouds earthward. He believes that it was caused by the sharper projective power of the sun when its area was reduced. The effect was recorded photographically.

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Some extremely unique and interesting airplane observations of the solar eclipse on August 31, 1932, were made from above the clouds over Salem, Mass., by Captains Hugh M. Elmendorf and Harlan W. Holden, who are on duty in the Office of the Chief of the Air Corps.

The flight to Massachusetts to view the eclipse was not decided upon until about 11:15 on the morning of August 31st. Thirty-five minutes later the two officers hopped off from Bolling Field in a radio-equipped O-38. The proposed destination was near the tip of Cape Cod but, due to rather disheartening weather condition reports from New England points, received during the flight to New York, it was decided to proceed to Boston where, reports stated, there were broken clouds. The cloudy conditions which prevailed over Southern New England were first encountered as the flyers reached the southern coast of Connecticut, the clouds being so low it was deemed advisable to follow the coast line looking for better conditions. At New Haven, the airplane was turned toward Hartford, where a stop of three minutes was made to inquire relative to conditions further along the route. Learning that there was a 700 foot ceiling at Stafford Springs, which was the low point, the flight was continued. There was none too much space between the top of the Connecticut ridges and the clouds for the next 40 miles, but after that conditions improved rapidly. Near Milford, Mass., a thin spot showed in the clouds and, knowing it was clear over Boston, the airplane was pushed up through to above the cloud level at 4,000 feet. The upper level of the clouds was nearly as smooth as a table, only a few slight mounds, approximately 5 or 10 feet high, pushing up above the surface.

From this setting the two officers began their observations of the eclipse, which at that time had reached probably about 20%, the airplane in the meantime being headed towards Boston. About 15 minutes later the airplane reached the eastern ridge of the cloud bank, directly over Boston, and then its nose was turned northward towards Salem. Each officer had one lens of his goggles lined with a piece of camera film, which made it easier to continue observations while still performing other duties connected with flying the airplane and working the radio.

The officers had hoped to view the eclipse from a point as near as possible on the boundary line of the zone of totality, but they missed this mark by being short of this line by approximately 2 or 3 miles. From the time the airplane left the vicinity of Boston until the time the eclipse had about 50% passed its total phase, the airplane had proceeded along the edge of the cloud bank at approximately 10,000 feet altitude. This position gave the flyers a chance to see the effect of the reflection on the white upper surface of the clouds, on the ground through the holes in the broken clouds, and on the ocean itself a little farther to the east. The white upper surface of the clouds turned a pale grayish color, taking on that well known tinge which is seen on the faces of those who have not enjoyed their air rides. Looking down through the holes in the clouds was like peering into the mouth of a deep pit, and the only objects visible were those of very light color. Out to the eastward there was a distinct black shadow, showing the path of totality, and where it crossed over the clouds the edge of the shadow was plainly visible.

Just before reaching the vicinity of Boston, coils were changed in the radio receiving set in order to pick up the broadcast reports on the eclipse being sent out from points in New Hampshire. As the eclipse progressed, there was a noticeable increase in the strength of the radio signals, and the improvement in the clarity was even more noticeable. Even with poor fitting headsets the broadcast came in so clearly that both officers were able to follow every word of the description being broadcasted from the more northern point on the path of the eclipse. Prior to the eclipse and after it had passed, there was considerable interference over the radio, which made complete concentration necessary in order to hear what was being said.

The airplane was landed at the Boston Airport about 4:15 p.m., and immediately after being refueled the return trip was started to Mitchel Field. Low visibility was again encountered on the flight across Massachusetts and Connecticut, it being necessary several times to turn the airplane back when clouds completely obscured the path. The return trip from Mitchel Field to Washington was delayed about two hours, due to severe thunder storms all along the line between Trenton, N.J. and Wilmington, Delaware. A more favorable weather report was received just before 9:00 p.m., which allowed the flyers to clear.

On the return trip the officers had several lucky breaks. Big thunder storms at three different points just failed to block them off, and landing at the home station was made at 11:00 p.m.

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"Biggest Show on Earth!" Crowds rushing by water, rail, auto and airplane to witness the total eclipse of the sun. That was the spectacle that presented itself August 31st.

Captain Joseph A. Wilson, Commanding Officer of the Boston Airport, led a formation of five planes of the Air Corps Reserves to Bretton Woods, N.H., where they were guests of the management of the Mt. Washington Hotel. The Reserves ascended 16,000 feet over Mount Washington and observed the eclipse from this altitude. The spectacle was certainly worth the effort. The shadow caused by the eclipse appeared and disappeared in a second.

At the top of the clouds they saw a sort of "pool of mist" as one described it. It gave the impression of water suspended at quite an altitude. One of the Reserve officers decided to explore, dove towards the pool, and was suddenly seen to veer to one side. He later told the rest of the group that he could have sworn another ship was flying straight into him from the mist. It was evidently the reflection of his own ship, even to the Air Corps insignia.

Regardless of the fact that fur lined boots and heavy flying clothes were worn, all were very uncomfortable during the flight at this altitude. The Reserves returned to Boston feeling they had accomplished two things, namely, cross-country flying practice and witnessing the total eclipse of the sun.

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#### ATTACKERS ATTACK MOSQUITOES

Besides training for war, the Third Attack Group finds time to assist in mosquito-control work. After helping Dr. C.F. Coogle, Malariologist, in experiments in mosquito extermination, the following letter was received by the Commanding Officer of Fort Crockett, Texas:

"Please permit me to again thank you for your kindness and cooperation in our mosquito destruction studies in the Galveston coastal areas.

A thorough examination and count was made of our test mosquitoes. The first group dosed with Sulphur Trioxide showed stupefication from one to six hours and a survival of all mosquitoes for three days. Lot Number Two dosed with Tan Chlorine solution did not fare so well. More than one half of them were dead after six hours and none survived the three-day period. Those dosed with Pyrethrum solution were all dead within six hours. Mr. Hopkins, our Engineer, is compiling a chart which he will show you during his next visit to Galveston.

Please extend our grateful appreciation to Lieutenant Crosher and Lieutenant Wheeler for their assistance and most gracious cooperation. We feel that this is the beginning of a new chapter in mosquito-control work, and with our combined ideas we feel very optimistic and that we may be able to solve the pest-mosquito problem.

Very truly yours,

Dr. C.P. Coogle, Malariologist,  
U.S. Public Health Service Medical Officer in Charge of Field Party!

---oOo---

Quick work on the part of the Rockwell Field Fire Department on the morning of August 15th averted what might otherwise have been a serious and costly accident. The right motor of Y1-B4 airplane #30-344 burst into flames immediately after the plane had effected a landing. After a fast, hard run with their apparatus, the firemen, with the aid of the plane's crew, succeeded in subduing the flames before they reached dangerous proportions. The firemen displayed some real ability and headwork in fighting the fire, and are further commended for their quick response to the alarm.

## RELIEVING MONOTONOUS EXISTENCE OF LONELY FOREST RANGER



MARCH Field claims the distinction of a unique friendship started between a lonely lookout ranger on Santiago Peak and the flyers from the Field. Perched on his lofty summit south of Corona, where he keeps constant vigil for fires in the Cleveland National Forest, Percy C. Everett, a Forest Service lookout man, is being kept in touch with the outside world by his aviator friends whom he has never seen except as they flew over.

During the past year, Everett has taken a keen delight in studying the training tactics and the equipment flown in the vicinity of March Field. From his vantage point on top of the highest point for many miles around, he can imagine himself a mighty general commanding the destinies of the nation by his control over the Army Air Corps. But one feature is lacking in his command. His communication system is extremely ineffectual. Mail arrives once a month. He has no radio, and telephone calls must be held to an absolute minimum because of expense. Consequently, in between mails, his only contact with the outside world is through what he sees from his lookout point and the reading material frequently dropped to him from the air by March Field flyers.

The forest is closed to hikers because of the fire menace, and so no visitors ever reach the mountain summit. The area used as a dropping ground is a narrow trail winding up to the top of the jagged peak. Several flights were necessary before the aerial newsboys gained sufficient skill successfully to bomb the mountain top without entirely losing the week's news down the sides of the forest-covered slopes. As the plane circles over, Everett enthusiastically waves his appreciation from the top of his steel tower. Once a month, when his opportunity comes to send his thanks to the outside world in writing, the officers receive "artillery adjustment" letters with vociferous commendations and scathing friendly criticisms on the successes and failures of their efforts.

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## CHANUTE FIELD INSTRUCTOR WINS BLUE RIBBON AWARD

At the O.M.I.\* International Photographer's Association Convention at Cedar Point, Ohio, on August 4th, 5th and 6th, an exhibit of Mr. Harold Hedger, Instructor in the Department of Photography, Air Corps Technical School, Chanute Field, Rantoul, Ill., won the Blue Ribbon award in its class - Commercial Industrial Photography. This blue ribbon award was won against competition open to all photographers in the world.

The exhibit itself is most interesting both to the photographer and to the layman. It is an eleven by fourteen inch print of the interior of the Projection Printing Laboratory of the Air Corps Technical School, taken under the exceptional conditions of being lighted only by its orange-red safe lights, ordinarily used to guard photographic sensitivity against light effects. With the safe lights as his only lighting medium, Mr. Hedger, using training equipment, made an exposure of one hour and a half, and though his technical skill obtained a print which shows detail, in the darkened room, to a fine degree, including reading matter, hands and figures on a small clock timer, intricacies of printing machines, and even in well defined clearness the filaments of the safe lights themselves.

While the photograph is classed as an "Interior, Industrial," it was made as a school training activity without thought of exhibition. Mr. Hedger desired to demonstrate to photographic students of the Technical School his contention that artificial lights could be photographed directly without halation or diffusion, and used this method of proving it as an experiment. The result justified exhibition, with the gratifying action of the Convention judges in awarding the Blue Ribbon against world competition.

Mr. Hedger was appointed as Instructor in Photography, U.S. Army Air Corps, with assignment to Chanute Field in March, 1931, and is a graduate of the Illinois College of Photography.


\* Ohio, Michigan, Indiana.

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Lieut. Hez McClellan, flying a gull wing experimental Observation plane, recently arrived at Randolph Field, Texas, having flown the distance from Mitchel Field, N.Y. at an average speed of 160 miles per hour. Lieut. McClellan was enroute to California.

## INVESTIGATION OF COSMIC RAY AT WRIGHT FIELD

Marguerite Jacobs Heron



NEW and alien instrument has made its appearance the week before the Eclipse into the laboratories at Wright Field, introduced there by Dr. L.M. Mott-Smith, of the Rice Institute of Houston, Texas, who desired to make experiments with it in connection with flying. The instrument was an electroscope developed for the purpose of measuring the intensity of cosmic rays as they exist in the earth's atmosphere. Discovered about fifteen years ago, according to Dr. Mott-Smith, the cosmic ray has been the subject of wide controversy in scientific circles for the past several years.

Little is known of its source or nature. It is a type of radiation coming from somewhere beyond the earth's atmosphere, but whether directly from the sun or other star, or from interstellar spaces, scientists do not agree. Similar to the "X" and "Gamma" rays, it is not the same as either, and so far no one has succeeded in reproducing it in any laboratory.

Experiments with electroscopes carried to mountain tops have proved that the ray increases in intensity with altitude, and up to 12,000 feet rather accurate measurements of this intensity were obtained. For higher altitude measurements, it was realized, the airplane would have to be called upon, and thus it came about that Dr. Mott-Smith enlisted the aid of the Air Corps, through the Secretary of War.

Several flights were made at Wright Field, and 46 measurements at 5,000, 10,000, 15,000, 20,000 and 25,000 feet obtained, each measurement consisting of an average of ten individual readings. It is felt that these readings are accurate and may remain standard for some time to come. It was interesting to learn that the intensity of the ray at 25,000 feet proved to be about 21 times that at sea level and was still increasing rapidly. The intensity at 25,000 feet was seven times that at 10,000 feet. Another interesting discovery lay in the fact that at 25,000 feet, a one-inch lead case about the electroscope reduced the intensity of the rays by 40 percent. Although lead was known to absorb the rays, the absorption properties proved to be surprisingly high. Measurements were made without the lead case and with lead cases of thicknesses up to two inches. Lieuts. J.F. Phillips and C.D. McAllister served as pilots on the various test flights, Captain Stevens duplicating many of the electroscope readings obtained by Dr. Mott-Smith.

It is not known to what extent further knowledge concerning this cosmic ray may affect existing scientific theories, but data concerning it are constantly enlarged by increased scientific research and the development of more accurate instruments. Professor R.A. Millikan of the California Institute of Technology, one of the foremost investigators of the cosmic rays, believed until recently that the rays' intensity remained the same day and night, until discoveries with improved instruments proved the intensity during the day to be higher. This might seem to throw a partial source of the rays back upon the sun and in connection with that theory it was hoped to obtain added data from the eclipse of August 31st - again with the aid of the airplane.

When Captain A.W. Stevens, piloted by Lieut. C.D. McAllister, went aloft somewhere in the vicinity of Portland, Maine, on August 31st, to obtain photographs of the eclipse at the instance of various scientific organizations, the electroscope formed part of the airplane's equipment. By an ingenious hook-up, the measurement of the intensity of the cosmic rays present in the atmosphere at 27,000 feet, were recorded automatically on photographic film. These measurements were taken before, as well as during the 90 seconds of totality, and the results should prove an interesting indication of the extent of the sun's influence upon the cosmic ray, even if it cannot be hoped through such an experiment to place definitely the source. No measurements of this kind have ever before been made.

The electroscope used in the Eclipse experiments was especially developed by Dr. Mott-Smith and Dr. L.G. Howell, Houston, Texas, for airplane use. To prevent jars or the effects of vibration, it was hung in the cabin by shock absorber cord. Within the small cylindrically formed steel case the intensity of the cosmic ray is measured by the amount of ionization taking place, ionization being produced by cosmic rays in amounts proportional to the strength of the rays. Inside this small steel cylinder is a frame made of invar steel, a material chosen because of its extremely low properties of temperature expansion and contraction. A quartz rod hangs from the top of the



frame and from this are hung parallel two quartz threads or fibers, each .006 millimeters in diameter. A quartz fiber bow is hung at the bottom of the parallel fibers and anchors them by a metal arm to the bottom of the frame. The cylinder is filled under pressure with argon gas, chosen because of all gases it lends itself most easily to ionization. When ionization of the gas takes place the two parallel fibers come closer and closer, a scaled background making clear the extent to the observer looking through a tiny glass window, approximately  $\frac{1}{4}$  inch in diameter, in the cylinder case by aid of a powerful microscope which forms part of the instrument. Only under a high-power microscope are the fine quartz fibers of .006 millimeter diameter visible to the human eye. If ionization occurs in a very small amount, the two fibers remain almost stationary.

Very little direct bearing upon the daily life of the average citizen may the existence or nonexistence of such an element as the cosmic ray seem to possess, but if scientists had not through endless searching found now and then a peep hole into the unknown and infinite, and widened that peep hole through endless labor, the average citizen would not today have radio, the X-Ray machine, radium, telephones or many other taken-for-granted things. No one knows how far the cosmic ray peep hole may be widened, but many average citizens are glad for such glimpses as may come their way over the scientist's shoulder.

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#### AIR CORPS PERSONNEL WEATHER THE STORM AT GALVESTON

The maintenance crew, post electricians, telephone men and carpenters at Fort Crockett, Texas, turned from their daily routine work Sunday, August 14th, to repair the damage done by the hurricane the night before. The hurricane originated in the Gulf, spending most of its force about 30 miles west of Galveston, causing a heavy property loss. At the time this was written by the News Letter Correspondent, 39 persons were reported dead and about 200 injured as a result of the storm.

The wind at Fort Crockett reached the velocity of 100 miles per hour, with the barometer dropping to 29:28 at 8:30 p.m., Saturday. Storm warnings were published and posted Saturday morning. A heavy sky overhead with frequent coastal showers gave the warnings of the approaching storm. At about 10:00a.m., visiting ships began to arrive, but the airmen were told to find a more suitable place to take their planes, as no hangar space was available. This precaution probably prevented the destruction of several of Uncle Sam's choice airplanes. Besides many precautionary measures taken by various departments of the post, the transportation department filled all available water tank-trucks with water, which would have been of much value had the island been covered with salt water. It so happened that many of the hurried precautions proved unnecessary, but they were well based and would have been put to good use had the brunt of the storm struck Galveston.

At noon Saturday, orders were issued that all enlisted personnel would stand by for further orders. Roads leading to the beaches were closed and guarded by sentries furnished by the post. A radio station of Galveston furnished regular hourly reports concerning the whereabouts of the approaching storm, the height of the tide and the necessary precautions to be taken by civilians regarding live stock and property. At 2:00 p.m., the wind velocity continued to rise, with a steady downpour of rain. Orders were issued that all important records be brought to Headquarters Building for safe keeping. The meteorological men were very busy, giving the Adjutant readings from the barometer and anemometer. To pass the time away and keep more pleasant thoughts in one's mind, the day rooms were filled with people playing bridge and other card games and every other sort of indoor amusement.

Power lines were blown down, leaving the city and post in complete darkness. Candles and lanterns were brought out of storage, cleaned and put to use. No one was excited and perfect order was maintained. Word was received that the force of the storm was due to hit some 75 miles west of Galveston, but the barometer was reading around 29:30 at the moment. At about 7:30 p.m., organizations quartered in wooden buildings were told to move to the more substantial buildings. The 13th Squadron and the 60th Service Squadron moved to the Harbor Defense building. Headquarters Detachment and the Band went to Headquarters building. No bedding was carried with the men, so the desk tops and floors provided the only places to sleep. The floor was partly covered with water, making it a little uncomfortable.

Around 8:30 p.m., our share of the wind reached its highest velocity, with the barometer going down to 29:28. Windows were doing a heel and toe dance and a few gave way under the strong pressure of the wind and rain. Figures of men could be seen groping around the dim lantern light among the desks in the personnel office. About thirty minutes later, the barometer began to rise and the wind velocity began to drop. The wind rose again about an hour later and then decreased slowly.

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#### 17TH SQUADRON RETURNS FROM CAMP SKEEL

The 17th Pursuit Squadron recently returned to its home station, Selfridge Field, Mt. Clemens, Mich., after spending nearly a month at Camp Skeel, Oscoda, Mich., in aerial gunnery training. The consensus of opinion of members of the Squadron was that Oscoda is a darn good place, but that it is good to get home. Camp Skeel, like all camps, is a good place to relax and acquire a sunburn, but possesses none of the luxuries of home life. All of the scenery of that part of Michigan is built on a foundation of fine white sand which has an undesirable tendency to drift into all sorts of places where it is not wanted. One place where the sand is desirable is on the excellent beach on the shores of Lake Huron, only a couple of miles from camp. The camp denizens spent most of their leisure hours soaking up ultra-violet rays on said beach.

From a training point of view, the 17th's stay at Skeel was highly successful. Every pilot of the command fired for practice and record both on ground and tow targets. The Squadron qualified one hundred percent, and the percentage of scores in the expert class was unusually high. The Squadron Statistician has not yet completed his analysis of the Squadron scores but confidently predicts that the 17th will qualify ninety percent of its pilots as "Experts."

At present the 17th is engaged in completing its gunnery course by running low altitude bombing on the new bombing range at Selfridge. While the new regulations, prohibiting diving on the bomb target at a greater angle than 45 degrees, tend to hamper high scores in bombing, it is believed, nevertheless, that the scores compare very favorably with those of last year.

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#### WRIGHT FIELD FLIERS RETURN FROM MAPPING PROJECT IN FLORIDA

Captain Bruce Hill and Lieut. J. F. Phillips, of the Aerial Photographic Unit, Materiel Division, Wright Field, returned recently from a photographic mission in Florida. This mission consisted in obtaining 5-lens aerial photographs for the proposed cross-Florida ship canal which is to be started in the near future. Approximately 7,000 square miles were photographed in a period of about a month.

The photographs are to be used in reconnaissance surveys of the various routes across the State of Florida and for the purpose of preparing a precise map of the route finally selected. The projected Florida Canal will be one of the largest in the world and capable of carrying more traffic than the Panama Canal. The probable route of the canal will lie somewhere between Jacksonville and Ocala, Florida.

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#### MARCH FIELD UNITS TRAIN AT ROCKWELL FIELD

After a month's intensive training in bombing and aerial gunnery at Rockwell Field, Coronado, Calif., the 11th Bombardment and the 95th Pursuit Squadrons left for their home station, March Field, Riverside, Calif.

It will be remembered that these two outfits were formerly stationed at Rockwell Field before moving to March Field to become units of the 1st Bombardment Wing, which was organized at March Field in November, 1931. The 11th Bombardment Squadron, under command of Capt. Charles H. Howard, is a unit of the 7th Bombardment Group, while the 95th Squadron, under Lieut. Leo H. Dawson, belongs to the 17th Pursuit Group.

These two units were replaced at Rockwell Field by the 9th Bombardment and the 34th Pursuit Squadrons two days later, coming also from March Field, and occupying the same camp site on North Island. The 9th and 34th Squadrons immediately started on a month's program of intensive training in bombing and gunnery.

## NEW ENGLAND RESERVES COMPLETE TRAINING CAMP

The officers of the Air Corps Reserve from New England recently completed their first training camp held in New England. Camp was established at Marston's Mills Airport on Cape Cod, Mass. With Captain Glenn C. Salisbury and 2nd Lieut. B.F. Kelsey as instructors, the Reserves put in two strenuous weeks of duty. Many maneuvers were completed and tactical missions worked out.

Among those at the camp were: Majors Howard Nestor (C.O.) and Bartlett Beaman (Executive Officer); Captains Byron Switzer; Charles Clark; George Iusk; Frank C. Crowley; Robert A. Nagle; Edward A. Holderman; John A. Langley; Edward Fairfield; Walter Cleveland; Charles Rohrbach; George Chadderdon; 1st Lieuts. Ephraim Ingels; Edward Parker; Bernard Rose; John Wamsley; Ralph Warriner; Horace White; Crocker Snow; Paul S. Smith and Harry D. Copland; 2nd Lieuts. Walter Steet; Olaf Pierson; Herbert Horton; John E. Sandow; Mark Hopkins; Winthrop Towner; Andrew Ivancff; William Tanner and Stanley Winch.

Major Nathan M. Iinius, Medical Corps Reserve, was the Flight Surgeon on the job to safeguard the health of the camp.

The airplanes used were two PT-3; two BT-2B and ten of the O-1 type of service ship, five of which came from Mitchel Field and were flown to the camp by the Reserves.

Splendid results were obtained in gunnery, with the high score obtained by Lieut. Horace White - 262. Lieut. Crocker Snow followed with a score of 220 and Captain Frank C. Crowley with 213.

Camp was broken on August 20th, and the Reserves returned the ships to Boston and Mitchel Field. They proceeded to their homes satisfied that the camp was ideal in every respect.

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## INDIAN WRITINGS PHOTOGRAPHED

Not to be outdone by the embryonic scientists in the 11th Squadron, March Field, Calif., who aided Dr. Millikan in his important cosmic rays tests, Lieut. Minton W. Kaye, Commanding Officer of the 23rd Photo Section, chose anthropology as his field of scientific endeavor. In cooperation with Ethnologist Arthur Woodward, of the Los Angeles Museum, and Mr. George Palmer, a civilian flyer who had reported strange figures painted on the ground near Blythe, Calif., Lieut. Kaye organized an expedition to investigate. Accompanied by Sergeant Stephen McAlko and equipped with cameras, Lieut. Kaye flew to Blythe.

Crude images, probably drawn on the ground by an ancient tribe of Indians, were found, ranging in size from 50 to 167 feet. One is of a man with his arms outstretched. His neck is long, head small and round, knees knotty, and feet short and thick. A huge circle surrounded his body, bisecting his legs just below the knees. Another figure was found, 50 feet long, resembling a horse. Several other mysterious designs were found.

Three groups of figures were found. In each there is the colossal figure of a man, an animal, and a snake. Dark brown and light colored pebbles, varying in diameter from one to five inches, were the materials used by the artists who left records which have remained unknown for nobody knows how many centuries. The figures are so immense that only from a height can they be recognized. There are no hills close enough to permit detection. Undoubtedly, many people have ridden through the figures without recognizing them, so it is believed that they were not designed for the sake of art but rather for religious or ceremonial purposes.

From studies of the aerial photographs, which give definition impossible to obtain from the ground, scientists hope to discover clues that will help them unravel the mysteries of the Colorado mesas.

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At sundown on August 26th, the 94th Pursuit Squadron came roaring across Lake St. Clair in a long dive towards Selfridge Field, Mich. They were coming home after three weeks of strenuous gunnery work at sandy Camp Skeel in Northern Michigan. The Squadron, under the command of Captain A.B. Balland, had made an excellent gunnery record under the handicaps of poor weather and a shortening of practice time due to changes in the training program of the First Pursuit Group.

## MORE ABOUT THE COSMIC RAYS



R. Robert A. Millikan, world-famous scientist, and head of the California Institute of Technology at Pasadena, Calif., recently completed at March Field, Riverside, Calif., a series of important tests on the intensity of cosmic rays at various altitudes. Spurred by the controversy between the two schools of thought - one maintaining that the rays are emitted from the sun and deplete the energy of that body; and the other, led by the scientist himself, believing that the rays come from other parts of the stellar universe and are perpetual in their nature - Dr. Millikan is attempting through a series of accurate tests to learn more of the nature of these important rays.

A supersensitive cosmic ray electroscope, automatically recording the intensity of the rays on movie film, and other highly accurate self-recording instruments such as clock and barograph, all developed in the Pasadena laboratory, were encased in 500 pounds of lead as a protection against conflicting rays. This "lead ball" was taken to Lake Arrowhead for preliminary tests before being installed in Army airplanes, but a mishap resulted in the entire ensemble of instruments - lead and all - being lost in the bottom of the lake. The eight months of laboratory work necessary for the construction of the instruments was not lost, however, for the experience gained enabled the physicist and his staff, by working day and night, to complete a new set in three weeks' time.

The instruments were then suspended by a network of shock absorber cords in the tool box of a "Condor" Bomber of the 11th Bombardment Squadron, and then the fun began for Lieut. Howard and his pilots and crews. Intermittent day and night missions continued through four days, in both good and bad weather. Oxygen tanks were necessary, as the pilots and crews flew to maximum altitudes. An average of five hours was required on each mission, the pilots remaining 45 minutes at each of the four required altitudes - 10,000, 14,000, 19,000 and 21,000 feet.

Dr. Millikan and his assistants expressed keen delight with the skill with which the missions were flown and the successful results obtained. The following statement was given to the News Letter Correspondent by Dr. Millikan:

"The first purpose of these tests is to measure accurately the rate of variation of the cosmic rays with altitude at higher altitudes than have yet been obtainable on mountain peaks. This is the first time it has become possible to make accurate measurements of this sort in airplanes, for Dr. Neher, Dr. Bowen and I have developed at the California Institute of Technology, new instruments, which are independent of vibrations and which should therefore yield accurate results in airplanes up to altitudes above 20,000 feet. These are higher than those at which the most accurate measurements of cosmic ray intensities have thus far been obtained.

Again, accurate measurements made at these altitudes, if repeated in widely different latitudes, also should furnish crucial data as to the nature of these radiations. The latitude of 34 is very suitable for one such test. It is hoped then to repeat these observations in other latitudes.

Also, the question as to whether the sun has any influence whatever on the cosmic ray intensities at high altitudes, as claimed by some, - a very important point in unraveling the nature of the rays - should be capable of more unambiguous determination through day and night high altitude flying than through methods which have heretofore been available.

In the present tests the pilots are endeavoring in each flight to hold their altitudes constant for three quarters of an hour at each of the altitudes 10,000 feet, 15,000 feet, 19,000 feet and 23,000 feet. The instruments are all self-recording, the barograph certificated by the Bureau of Standards, recording at all times during the flight the exact altitudes, independently of the pilot's instruments and the recording cosmic ray electroscopes yielding the corresponding cosmic ray intensities and temperatures.

The Royal Canadian Air Force is cooperating with these tests in Canada as the United States Army Air Force is doing in this country."

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First Lieut. John H. Dulligan, Commanding Officer of the 73rd Pursuit Squadron of March Field, Calif., is satisfied with nothing short of perfection in his instruction methods within his organization. He has had constructed three flights of miniature airplanes, painted in flight colors, with which he demonstrates methods and theories of tactics before taking his squadron into the air for a training flight. This method has proved highly successful.

## AERIAL PHOTOGRAPHY AT HIGH SPEED

By the News Letter Correspondent



FIRST Lieut. George W. Goddard, Air Corps, Director of the Department of Photography of the Air Corps Technical School, Chanute Field, Ill., with Master Sergeant G.B. Gilbert of the department, recently spent two periods of special duty at Selfridge Field, Mich., for the purpose of making a mosaic of the Selfridge Field area, and of making a series of 100 photographs of the First Pursuit Group in action, both on the ground and in the air. The photographs of the group in its various aerial formations are of particular interest and are excellent from the viewpoints of both the flying and the photography. The flight formations are in perfect alignment. Lieut. Goddard speaks much of the cooperation and assistance given him by the Commanding Officer of Selfridge Field, and the Group Commander, together with their assistants. He states that taking photographs of a Pursuit organization, through its various evolutions in the air, is a distinctive profession in itself. He says that if anyone wants to experience a new thrill, he should climb into the rear seat of a P-16, with an aerial camera for a playmate, and let the pilot put the ship into a dive, in the meantime holding the camera out for oblique photographs.

According to Lieut. Goddard, the situation is fairly stable until the speed of 200 miles is reached, the photographer managing the camera without superhuman effort, but when 300 miles an hour is reached, the camera attempts to climb into the seat. Then (still according to Lieut. Goddard), when the speed becomes 400 miles, the photographer is willing to let his camera have the seat, while at 500 miles an hour, he is holding himself in with a strangle hold around the camera as an anchor. However, (again according to Lieut. Goddard), the real fun does not start until the diving speed reaches 800 or 900 miles per hour, with the photographer still riding backward, when he loses all thoughts of the camera, his whole effort being spent in pushing his eyeballs back in place as fast as they pop out.

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## TEXAS NATIONAL GUARD AIRMEN GO IN CAMP

The 36th Division Aviation, Texas National Guard, participated in the Division's 15-day annual field training, August 6th to 20th, at Camp Hulen, Palacios, Texas. Twenty-one officers and 84 enlisted men put in a strenuous 15-day training period under the blazing Texas sun. But three officers and two enlisted men failed to make the camp, which is the best attendance record for the Squadron. The 16 pilots in attendance at camp qualified from marksmen to experts in aerial gunnery. The full allowance of machine gun ammunition was expended and 200 practice bombs were dropped. The Squadron had at camp six O-38's and one BT-1 and O-17. Day and night flying missions were executed; the latter for artillery fire control by radio. Missions were accomplished with both the Infantry and Artillery radio, message dropping and pickups, and panel work to practice the Division signal units.

The radio equipment worked perfectly during the day time, but considerable difficulty was experienced at night due to being on the broadcast bands and the numerous night stations yammering away. Recommendations were made to the signal officer to equip the Division signal units, including the planes, with short wave sets working around 70 to 90, so as to avoid the radio broadcasting and ship to shore bands. Several photographic missions were also performed.

The camp was not without its excitement. On Saturday, August 13th, a tropical hurricane swept in from the Gulf. The wind reached a velocity of 75 miles, covering the Gulf coast from Port Arthur down as far as Corpus Christi. One can never tell what a tropical hurricane will do, so the 2,000 tents in camp were struck and piled in the mess halls and storage buildings. This took but 30 minutes. The Squadron planes took off for Duncan Field, San Antonio, where they were securely housed. No damage occurred to the camp, but the surrounding country was a wreck, buildings, trees, poles and freight cars being blown away and demolished. Some of the towns in the path of the blow were 60 percent demolished.

During the blow, the Squadron's home hangars (two of them) on the Houston Airport were partly destroyed. The commercial hangar on the north end of the field, a large steel affair, was totally wiped out, together with eleven commer-

cial planes. The Guard hangars, rented from the Houston Airport, were of steel frame, welded with galvanized sheeting, closed at one end and open at the other, no doors being provided. A movement is afoot to replace the Guard hangars with Army type construction, open at both ends and with doors.

The Division Camp at Palacios, on Tres Palacios Bay, about 100 miles southwest of Houston, is an ideal location for the 7500 men who attend the annual training camp. Boating, fishing and surf bathing provide amusement and entertainment.

Captain Vincent J. Meloy, Air Corps Representative, Militia Bureau, Washington, D.C., was a visitor at the camp the final week end, piloting Brig.-General George E. Leach, Chief of the Militia Bureau, on his inspection tour.

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#### LONG DISTANCE NIGHT AND DAY FLIGHT IN TRAINING PLANE

Just what can be expected of the Air Corps in an emergency, even with training planes, was demonstrated recently by Lieut. Elmer J. Rogers, Jr., Flying Instructor, Randolph Field, Texas. Selecting a plane at random from the scores in service daily at the training school, Lieut. Rogers flew the distance of 1,800 miles from San Antonio to Boston, Mass., in 17 hours, 45 minutes. Lieut. Rogers obtained permission from the Chief of the Air Corps to make this aviation training flight. A mechanic accompanied the Flying Instructor in the training plane, same having been flown the preceding day by one of the students at the field.

The San Antonio flyer took off from Randolph Field at 3:10 a.m., and headed for Little Rock, Ark., where he landed for fuel. Landings were also made at Dayton, Ohio, and Middletown, Pa. He then went on to Boston of tea-party fame. The trip, however, was decidedly no tea-party for Lieut. Rogers, since a large part of the flight was through the blackness of night, which required valorous nerves in guiding his plane over territory unknown to him. Of the 17 hours, 45 minutes flying time, 8 hours were flown during the night, when sole reliance was placed on the night flying instruments. The total elapsed time was 19 hours, from which 75 minutes were deducted for landings, refueling and take-offs.

Lieut. Rogers set his plane down on Boston Airport at 12:15 a.m., completing the impromptu flight without a single motor, mechanical or human error, and chalked up an average speed of about 100 miles an hour for the entire trip in a plane not especially fast and built only for student training work. Returning to his home field he learned of his promotion to First Lieutenant.

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#### NEW CONSTRUCTION AT SELFRIDGE FIELD

Recent visitors to Selfridge Field commented on the large amount of new construction completed there. Within the past year, the hangars and all of the technical buildings were completed and most of them are now occupied by the activities for which they were designed. At present, Lieut. Walters, Constructing Quartermaster on the post, is supervising the installation of all the utilities pertaining to past construction. Roads are being laid in all directions, and in a short time the familiar Selfridge Field mud will be a thing of the past. A beautiful flag pole was erected in front of the Headquarters and post Operations Building, and the sidewalks connecting the Headquarters building with the road laid down. An interesting feature of this building is a giant wind "T" which is being installed on the roof. The "T" will be electrically connected to a device downstairs in the Operations Office which will indicate at all times the direction of the wind aloft.

A piece of construction, especially welcome to pilots, now being completed is the night lighting facilities for the landing field. Two giant batteries of lights, one on the northeast and the other on the south side of the field, will soon spread a blanket of light over the field after night fall and allow the 1st Pursuit Group to perform its quota of Individual and formation night training.

Within a few months, Lieut. Walters expects to begin work on the final stage of the Selfridge Field building program. The following buildings will be erected and, when completed, will finally put Selfridge in the category of a permanent post, with none of the old wooden war-time shacks left as reminders of the great conflict: Gym and theatre (combined), Q.M. Maintenance Building, Post Exchange, Officers' Mess, Enlisted Men's Service Club, Bakery.

## THE CATERPILLAR CLUB



The roster of the Caterpillar Club is slowly mounting to the 500 mark, and the number of emergency jumps made since this mythical organization sprang into existence is very close to that mark. According to the best information available, the lives of 478 Americans were saved thus far through emergency parachute jumps, and a total of 496 jumps made, 18 being repeaters.

Col. Charles A. Lindbergh is still the Supreme Commander of the Caterpillar Club with four jumps. Other high officials who passed their second degree are the Air Corps contingent of Major James H. Doolittle (Air Reserve), Captains Frank O'D. Hunter, James T. Hutchison, Lieuts. Arthur R. Kingham, James A. Ronin, John G. Fowler, Sgt. Fred P. Miller; Lieut. Frederick M. Trapnell, U.S. Navy; Air Mail Pilots Harry Sievers, Samuel J. Samson, Verne E. Treat, James Rutledge; Civilian Pilot E.E. Dryer, and the late Lieut. Eugene H. Barksdale and

Al Wilson.

If Caterpillar Club statistics count for anything, it may be said that airplane accidents are steadily decreasing in number. In the period from January 1 to September 15, 1930, a total of 101 emergency parachute jumps were made. For the same period last year, the jumps numbered 63, while this year the figures disclose 51 jumps. "Slump" is an unwelcome word these days, but it does sound good so far as concerns the Caterpillar Club.

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Trapped in a burning plane only 500 feet above the swollen waters of the Rio Grande at Fort Ringgold, September 2nd, 1st Lieut. Joseph H. Hicks and 2nd Lieut. Edwin S. Rawlings, of Brooks Field, Texas, escaped with minor injuries by resorting to their parachutes, landing on the Mexican side of the river. The two officers had just taken off from the airdrome at the post when the motor started to miss. The wind was from the north, and as they attempted to circle to land on the field again, the motor caught fire just as the plane was over the river. The fire quickly spread into the front cockpit where Lieut. Rawlings was piloting the ship. He was burned on the face and hands before he could unhook his safety belt and climb over the side of the cockpit. As Lieut. Hicks jumped, the plane swung around and he received a cut on the head. The north wind carried them across the river, which was beginning to feel the effect of the flood waters farther upstream. They landed safely, and the plane crashed and burned about 200 yards south of the river.

Lieut. Rawlings had three panels torn from his parachute as it hit the tail surfaces of the plane. Lieut. Hicks slipped his chute to prevent his landing on the burning plane. Mexican authorities in the immigration service hurried to the aid of the American officers and, waiving the usual formalities upon noting that each of them was in need of medical attention, escorted them to the river and sent them across to Fort Ringgold where they were treated.

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Sergeant Lionel Edwards, 94th Pursuit Squadron, Selfridge Field, Mich., had the unusual experience of falling out of an airplane while riding as gunner for Lieut. Paul Blanchard in a P-16 airplane. During a barrel roll, Sgt. Edwards' safety belt became unlatched, whereupon he was dropped into the "ozone." The parachute worked, and Sergeant Edwards landed safely in a cabbage patch near Selfridge Field. He was unhurt, but extremely disconcerted. Lieut. Blanchard's feelings are not of record.

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On August 22nd, Lieut. John G. Fowler fell out of his plane while practicing acrobatics. Lieut. Fowler, an instructor on the Primary Stage at the Air Corps Training Center, Randolph Field, stated that while practicing a slow roll, his safety belt snapped and he found himself out in mid air. He pulled his rip cord and floated safely to earth, while his plane crashed and burned. The accident occurred while he was flying at an altitude of 2,500 feet. He was flying a Y1PT-11B, which is equipped with one of the new type metal belts. Investigation of the wreck revealed that the belt had not been broken, and that Lieut. Fowler inadvertently released it in some way.

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On July 7th, the peaceful routine of Clark Field, Pampanga, P.I., was in-

errupted by a couple of airplanes tumbling down from 3,000 feet and smacking the ground right in the middle of the field. This undesirable treat to the nerves was the result of a collision by Lieuts. Fair and Ronin while flying formation. Both pilots got out promptly and safely in their parachutes. Fair was pretty badly shaken up and received a sprained ankle upon striking the ground in his chute.

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#### WRIGHT FIELD PERSONNEL PHOTOGRAPH ECLIPSE

Besides Captain Stevens and Lieut. McAllister, who flew to Portland, Maine, for the Eclipse, other Wright Field personnel who flew to the region of totality were Major W.E. Kepner and Capt. Dache M. Reeves, and Lieut. H.P. Rush and W.G. McNeill of the Armament Branch. All were greatly impressed by the spectacle and obtained photographs of interest and value. Captain Stevens developed his photographs, taken for the National Geographic Society, in Washington, returning to the field on September 9th.

Of all the pictures obtained, Captain Stevens was most enthusiastic about the one showing the shadow of the moon, elliptical in shape, as it lay on the clouds beneath the airplane. The diameter of this phenomenon was so great that the exposure had to be made in two parts, pieced together in the completed print, in order to encompass it all on films. On his return, developments of film were immediately started which would give the measurements of the cosmic rays during the Eclipse, special equipment for the obtaining of which Captain Stevens carried as auxiliary equipment in his airplane. Dr. Lewis Mott-Smith also returned to the field after the Eclipse, and will remain to assist in final checking up of cosmic ray measurements and data.

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Every photographer wanted to obtain pictures of the Eclipse. All would have preferred to get them where the real party was held - that is, in the location of totality. Since this was not possible for the men of the Aerial Photographic Unit at Wright Field, they did the next best thing and rigged up a camera of extremely long focal length - 90 inches - so that they might get as long an image of the rare phenomenon as possible. The camera consisted of a 90-inch piece of metal tubing,  $2\frac{1}{2}$  inches in diameter and  $1/16$  inch in wall thickness. In one end of the tubing they inserted a  $1\frac{1}{2}$ -inch diameter lens; in the other end, a 4-inch by 5 inch film pack holding orthochromatic film. Exposures of  $1/25$ th of a second were made by mounting a compound shutter in front of the lens. A red filter (gelatin) was used in front of the lens for cutting out all but red rays. This gave an image of  $7/8$  inch in diameter, probably the largest obtained in this part of the country without the use of a telescope. The full cycle of the Eclipse in twenty views was successfully photographed.

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#### NAVY SHOWS PICTURES TO THE ARMY

Through the courtesy of the Welfare Officer, Naval Air Station, which lies adjacent to Rockwell Field, Calif., two reels of sound motion pictures of Air Corps subjects were shown in the theatre of the Naval Air Station recently. Many interesting scenes of various Air Corps organizations and posts throughout the country were shown, as well as the scenes of actual flying missions, which included pictures of March Field units dropping food to snow-bound Indians in Arizona, bombing practice, parachute jumps, aerial reviews and things of general interest to Air Corps personnel. The pictures as a whole proved to be very interesting and entertaining, and the soldiers of Rockwell Field are very grateful to the Navy for their courtesy and kindness.

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A recent extended avigation flight of interest was completed by Lieuts. W.C. Farnum and C.B. Stone, of Chanute Field, Ill. On July 20th, the two officers, in a BT-2 plane, departed from Chanute Field, with their ultimate destination as Crissy Field, San Francisco. Their itinerary included: Muskogee, Okla.; Dallas, San Antonio and El Paso, Texas; Tucson, Ariz., Rockwell Field, Los Angeles, March Field and Crissy Field, Calif. After remaining at Crissy Field for two days, the officers departed on their return trip over the same route.

Lieuts. Farnum and Stone, in addition to carrying out their original purpose of avigation training, located fifteen new landing fields along the route, which they carefully indicated on maps as suitable for landing military aircraft. Their fastest single flight was from Muskogee, Okla., to Chanute Field, the distance of 500 miles being covered at an average speed of 138 miles an hour. The airplane and engine functioned perfectly throughout the long flight with its varied conditions. The two officers state that the outstanding memory of the entire flight is the extraordinary courtesy with which they were received and entertained at Air Corps Stations, together with aviation service of the highest order.



WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Panama Canal Zone: 2nd Lt. Ernest H. Lawson, from Kelly Field; Capt. Stephen J. Idzorek, from Ft. Crockett; 2nd Lt. Ralph P. Swofford, Jr., from Randolph Field; 2nd Lts. Carl J. Crane and Howard McM. Turner, Randolph Field; 2nd Lts. Roland O.S. Akre, Langley Field; Jarred V. Crabb, Selfridge Field.

To the Philippines: 1st Lt. Lee Q. Wasser, Mather Field; 1st Lt. James W. Andrew, Randolph Field.

To Hawaii: Capt. Philip Schneeberger, Scott Field.

To Barksdale Field, La.: Capt. Edward V. Harbeck, Jr., San Antonio Air Depot; 1st Lt. Earl W. Barnes, Panama.

To Maxwell Field, Ala.: Capt. Byron T. Burt, Jr., Hawaii; 1st Lt. Charles E. Thomas, San Antonio Air Depot.

To New Haven, Conn.: 1st Lieut. Geo. H. Sparhawk, 2nd Lt. Daniel B. White, Chamute Field, for duty as students, Sheffield Scientific School, Yale Univ.

To Boston, Mass.: Captain Ray A. Dunn, Middletown Air Depot, for duty as student, Babson Institute; Lieut.-Col. Alfred H. Hobley, Office Asst. Secretary of War, for duty as student, Graduate School of Business Administration, Harvard.

To Pasadena, Calif.: 1st Lieut. Paul H. Kemmer, Materiel Division, Wright Field, for duty as student California Institute of Technology.

To Kelly Field, Texas: 2nd Lt. Thomas L. Bryan, Jr., Panama.

To Wright Field: Captain Howard Z. Bogert, Mitchel Field.

To Washington, D.C.: Capt. Guy H. Gale, Indianapolis, Ind. To Walter Reed Hospital for observation and treatment.

To Cambridge, Mass.: Capt. Omer O. Niergarth, Bolling Field, for duty as student, Graduate School of Business Administration, Harvard University.

Transferred to the Air Corps: 2nd Lieut. Wm. T. Hefley, Corps of Engineers, July 19th, rank from June 9, 1928.

Detailed to Air Corps: To Randolph Field, Texas, for flying training - 1st Lieut. George D. Pence, Field Artillery; 2nd Lieuts. Harry H. Geoffrey, Field Artillery; Arville W. Gillette, Infantry.

Relieved from Detail to Air Corps: 2nd Lieut. James F. Stroker, Field Art.

Promotions: To Captain, rank Sept. 1, 1932 - 1st Lieuts. Lloyd Barnett, John A. Laird, Jr., Eushrod Hoppin, Charles W. Steinmetz, John M. Davies, Walter T. Meyer, Reuben D. Biggs, Wendell B. McCoy, James E. Duke, Jr., Martinus Stenseth, Rex K. Stoner, James B. Carroll; to 1st Lieut.: 2nd Lieuts. John T. Sprague, Frederick A. Bacher, Jr., Ward J. Davies, Yantis H. Taylor, George L. Murray, Claire Stroh, F. Edgar Cheattle.

Retirements: 2nd Lieut. Thomas J. Holmes (as 1st Lieut.); 1st Lieut. Hjalmar F. Carlson. Disability incident to the service.

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HIGH SCORES FOR MARCH FIELD AERIAL MARKSMEN

March Field is justly proud of its 1931-32 bombing and gunnery records. The 43 officers who dropped bombs for record with the 9th, 11th and 31st Bombardment Squadrons all made EXPERT ratings. The Squadron records were as follows:

9th Squadron - Average - - 1787.7; High score, Capt. H.D. Smith - - - 1928

(Lieut. Birrell Walsh, pilot)

11th Squadron - Average - - 1863.1; High score, Lieut. J.S. Mills - - 1935

(Lieut. Ivan Farman, pilot)

31st Squadron - Average - - 1811.8; High score, Lieut. Allen P. Shelly 1908

(Lieut. Calvin B. Simmons, pilot)

The 9th and 31st Squadrons were newly organized last year and did not have sufficient time to fire gunnery for record. The 11th Squadron qualified twelve officers as EXPERTS and four as SHARPSHOOTERS, with none failing to qualify.

Among the Pursuiters, the following records were made in gunnery:

73rd Squadron - Lieut. H.C. Minter - 1068.9; Squadron average, 760.2

34th Squadron - Lieut. J. C. Jensen - 735; Squadron average 514.2

95th Squadron - Lieut. D.D. Graves - 1232.9; Squadron average 846.5

On the basis of the above scores, Lieut. Graves was sent to the Matches last year and won first place in the national contest.

With the improvement in bomb sights, airplanes, and methods of bombing instruction, scores have steadily improved since the World War. The opinion prevalent among March Field pilots seems to be that the present 1500 score required for an EXPERT rating in bombing is too low to be an incentive for the most intensive effort. The majority of officers of the 7th Bombardment Group have had less than two years of experience in bombing, yet the average scores were well over the 1800, and not an officer, regardless of how scant his training, failed to make the "coveted" rating.

## EXTENDED AVIGATION MISSION, LANGLEY TO MARCH FIELD

Piloting a Keystone B6A Bomber, 2nd Lieuts. M.C. Bison and H.G. Montgomery, Jr., 96th Bombardment Squadron, returned to Langley Field following an extended avigation training mission to Riverside, Calif., which was completed in an elapsed total flying time of 64 hours. They were assisted by their able crew chiefs, Sergeants Maul and Kauffman.

Excellent landing fields enroute were reported, with the exceptions of Roberts Field in Birmingham, Ala., and Lowery Field, Denver, Colo., which are too small for the take-off of a Bomber fully loaded. The average altitude of flight from San Antonio, Texas, to March Field, Calif., was 5,000 feet; and from Mather Field, Calif., to Cheyenne, Wyoming, 12,000 feet. When fully loaded, some difficulty was experienced in gaining altitude, but when once obtained no further trouble was encountered in cruising.

The pilots advised the taking of winter flying clothes on a trip of this nature, inasmuch as the mountains enroute made it necessary to gain high altitudes, with unusual cold weather being experienced. Very splendid courtesy was extended the officers and crew throughout the flight, especially by the Curtiss-Wright people at the Alameda, Calif. Airport.

It is interesting to note the ease with which the flight was accomplished, in comparison with the age of the "Early Bird."

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## 96TH SQUADRON FLIES TO WILMINGTON, N. C.

The City of Wilmington, N.C., extended an enthusiastic welcome to the 96th Bombardment Squadron from Langley Field, Va., upon the occasion of its recent visit in conjunction with the training program of the 2nd Bombardment Group.

The airport at Wilmington is ideally situated and large enough to accommodate a Bombardment squadron. Railroads, communication lines and other necessary requirements are convenient. The airport showed no signs of softness, after 4 days of continuous rain. It was estimated that approximately 20,000 residents of the city visited the Airport during the course of the week-end and inspected the airplanes. The officers and enlisted men took up their quarters at Wrightsville Beach and enjoyed the splendid swimming and pleasant hospitality.

The problem assigned the Squadron, commanded by Capt. J.P. Richter, and comprising nine Keystone Bombers, manned by 18 officers and as many enlisted mechanics, was to occupy an advanced airdrome at Wilmington.

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## RADIO BROADCASTS BY MARCH FIELD DISCONTINUED

With the March Field Band disbanded, the regularly scheduled radio broadcasts which have been conducted for the past three months over Radio Station KFXM, San Bernardino, Calif., were discontinued. The Army Radio Hour as conducted, included with the band program, a 15-minute address by some March Field officer on Air Corps subjects. The following officers, with subjects as indicated, participated in the programs:

- Major J.T. McNarney - The Mission and General Organization of the Air Corps.
- Lt.-Col. H.H. Arnold - Development and Procurement of Aircraft.
- Capt. B.J. Toohar - Selection and Training of Air Corps Pilots.
- Lieut. J.A. Madarasz - Selection and Training of Air Corps Enlisted Personnel
- Major Carl Spatz - Specific Organization of the Air Corps into Pursuit, Attack, Bombardment, Observation, etc.
- Lieut. C.H. Howard - Mission of Bombing.
- Capt. F.O'D. Hunter - Mission of Pursuit.

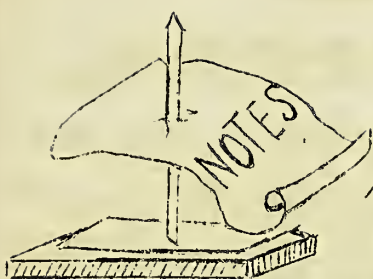
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## DEATH OF LIEUT. SANBORN

The Third Pursuit Squadron, Clark Field, Pampanga, P.I., received a sudden shock when Lieut. E.A. Sanborn met with a fatal accident due to the premature explosion of a 100-pound bomb. At the time the explosion took place, the Squadron was demonstrating gunnery and bombing to a large crowd at Clark Field, composed of visiting Air Corps officers, and officers and men from other branches.

Lieut. Sanborn released his second bomb from a P-12E while diving toward a target on the ground, and it exploded in the air immediately beneath his ship. The explosion was attributed to the malfunctioning of the nose fuze on the bomb, and the matter is receiving the attention of the Ordnance Department.

The Squadron feels deeply the loss of Lieut. Sanborn, who has shown excellent ability both as a flyer and officer.



## from Air Corps Fields

### March Field, Riverside, Calif., Sept. 3rd.

The March Field Pistol Team, composed of Captain Hunter and Lieuts. Ives, Briggs, Ott and Bass, was defeated by the State Highway Patrol Team by a score of 1410 - 1170.

Oliver Burton, 21 years old March Field soldier, who spent his week-ends driving in automobile races, was killed August 21st when his fast racing car hurtled through the fence of the new race track at Culver City, Calif. Burton died of a broken neck as he was being rushed to the hospital by an ambulance. With several victories on the Huntington Beach Track to his credit, Burton was regarded as one of the best dirt track drivers of Southern California. The Culver City track was staging its first race at the time of Burton's crash. The road bed was loose and on one of the turns the automobile suddenly careened out of control, crashed through the fence, smashed a heavy cable and ploughed through a row of posts before coming to a halt.

James E. Briggs, Jr., was born August 9th at March Field. The 9½-pound youngster is the son of Lieut. and Mrs. James E. Briggs.

### Randolph Field, Texas, August 31st.

The Air Corps Training Center Band, composed of Warrant Officer W.T. Herschenow and 28 enlisted men, was disbanded in accordance with the War Department economy plan. The personnel was assigned to the various squadrons at the field.

On August 16th, eighteen men were transferred from Air Corps unassigned at Randolph Field to the Air Corps Detachment at Barksdale Field, Shreveport, La. The men and their baggage were transported by air. These men will form a nucleus of the Pursuit Squadron at Barksdale Field, and will later be brought up to proper strength from other organizations and branches.

Lieut.-Col. and Mrs. Joseph F. Taulbee announced the engagement of their daughter, Imogene Shannon, to Lieut. Chester M. Young, now a student at Randolph Field on the Basic Stage. Lieut. Young graduated from the Military Academy, class of 1931. The wedding is to take place October 15, 1932.

Lieut. Herbert C. Lichtenberger, who faces ten years in a penitentiary and dismissal from the Army, is confined at Randolph Field awaiting commitment to a Federal prison. He was convicted of holding up the Schertz State Bank, Schertz, Texas, on February 15th last, and with committing assault on Mr. W.W. Lehr, a customer of the bank. The sentence was that Lieut. Lichtenberger serve 10 years at hard labor and that he be dismissed from the Army. The trial came to a close at 5 o'clock Saturday afternoon, August 20th, at Fort Sam Houston, when the court returned its verdict after deliberating for 45 minutes. The case now goes to the Court of Reviews at Washington, D.C.

### Fort Sill, Oklahoma, August 29th.

The 120th Observation Squadron, Colorado National Guard, stationed at Denver, Colo., occupied hangar space at and operated from Post Field during their annual encampment from August 6th to August 20th. Major Carlos Reavis commanded the organization of approximately 12 officers and 90 enlisted men. The squadron had eight planes and operated as division aviation for the 45th National Guard Division. Major Harry Young and Lieut. Beau, Jr., were in camp as instructors.

First Lieut. Paul C. Wilkins and 2nd Lt. H.F. Gregory reported for duty with Flight "E," 16th Observation Squadron, as replacements for 1st Lt. Wm.L. Ritchie and 2nd Lt. Douglas T. Mitchell, who were ordered to the A.C. Technical School, Chamute Field, Ill., October 1st. Lieut. Ritchie will take the Communications Course and Lieut. Mitchell the Maintenance Engineering Course.

Capt. Benjamin F. Giles visited this station August 15th to conduct a technical inspection of Flight "E" and the First Balloon Company.

Lieut. Ritchie departed August 22nd for ten days' detached service at Houston, Texas. Lieut. Claire Stroh departed the same day for ten days' detached service at Denver, Colo.

111th Obs. Squadron, Texas Nat'l Guard, Houston, August 30th.

Brig. General Jacob F. Wolters, Commanding the 56th Cavalry Brigade, Houston, Texas, in a letter to the Commanding General, 36th Division, Texas National Guard, July 22, 1932, stated:

"1. Pursuant to Special Orders No. 152, A.G.O., dated July 6, 1932, Capt. Justin F. Aldrich, 2nd Lieuts. James C. Neely and Charles E. Jost, and Mr. Sergeant Richard P. Goodwin, reported for duty to the Commanding General, 56th Cavalry Brigade, on Sunday, July 10, 1932, during the field training and instruction of the 56th Cavalry Brigade to participate in the maneuvers from July 10th to 14th, inclusive. These gentlemen, operating planes in the capacity of both friendly and enemy observation and communication, conducted their work in a very efficient manner.

2. Captain Aldrich is especially commended for his efficient coordination between air and ground troops. The services of these officers and enlisted man were in every way satisfactory."

Lieut. and Mrs. Robert Haldane are the proud parents of a son, the first child born to them. The little Scotsman has been named Robert Bruce Haldane. It is predicted the youngster will give the world a tight fight.

Patterson Field, Fairfield, Ohio, August 16th.

Lieut.-Col. L.E. Goodier, Jr., U.S.A. Retired, reverted to inactive status effective August 15th, in accordance with the provisions of the Economy Act, dated June 30, 1932. Best wishes go with Lt.-Col. Goodier and his family to Princess Anne, Md., where they expect to make their future home.

The following were cross-country visitors at this station, August 1st to 15th, inclusive: From Bowman Field, Ky.: Lieut. Welsh, Capt. Woody - From Langley Field, Va.: Major Jones, Capt. Olds and four passengers, Lieut. Bond with Capt. Cronau, Lieut. Bond, Lieut. Bisson and 3 passengers, Major Dixon, Lieut. Wright - From Selfridge Field, Mich.: Lieut. Warburton with Lieut. Davis, Lieut. Hefner with Capt. Montgomery, Lieut. Findlay, Lieut. Hefner with Corp. Buckley, Lieut. Talbott, Lieut. McCoy and 12 passengers - From Schoen Field, Ind.: Lieut. Smith, Lieut. Genaro and one passenger, Lieut. Nixon with Capt. McMahon - From Chanute Field, Ill.: Capt. Skemp, Lieut. Stone and 3 enlisted men, Captain Rivers, Lieut. Easton, Lieut. Allen, Lieut. Kiern - From Columbus, Ohio: Lieuts. Houle, Rogers, Major Price - From Lunken Airport, Ohio: Lieut. Hart with Lieut. Coleman, Lieut. Veigle, Lieuts. Hart with Hodgson - From Cleveland, O.: Capt. Gill with Lieut. North, Capt. Gill with Col. Chandler - From Fort Sill, Okla.: Lieuts. Ritchie with Williams - From Bolling Field, D.C.: Lieut. Goodrich with Major Fields, Lieut. Shanahan - From Pope Field, N.C.: Capt. Skanse with Lieut. Stewart - From Scott Field, Ill.: Lieut. McLennan - From Stout Field, Ind.: Capt. Gale - From Chicago, Ill.: Lieut. Newhall - From Detroit, Mich.: Lieut. Russell.

Congratulations are extended to Lieut.-Col. Sneed on his promotion which became effective August 1, 1932.

Officers ferrying planes here for minor repair were Capt. Woody in an O1-B, August 1st; Lieut. Nicol from Detroit, O-38, on August 4th; Lieut. Hart from Lunken Airport, O1-E, August 9th.

Officers ferrying planes here for major overhaul were Sgt. Swisher in an O-19B, Aug. 2nd; Capt. Connell in P-3A, Aug. 8th; Lieut. White in O-23, August 10th, from Chanute Field, Ill. - Lieut. Harman in C-9, Aug. 5th; Capt. Moffat in C-9, Aug. 5th, from Wright Field - Lieuts. Aring in PT-3A and Blane in P-12C, from Selfridge Field, Aug. 9th - Lieut. Watson from Maxwell Field in P-12 on August 4th.

Col. Sneed, accompanied by Capt. Bower, Constructing Quartermaster, flew cross-country to Selfridge Field Aug. 9th for conference relative to incidental improvements made in new buildings there, and the questionnaire on the Engineering-Supply Conference.

Lieut. R.L. Williamson ferried Air Corps supplies to Chicago, Ill., Aug. 4th; Lieut. G.V. McPike to Columbus, O., Aug. 9th; Tech. Sgt. Guile to Chicago, Aug. 1st; to Lunken Airport, Aug. 5th; to Chanute Field, Aug. 8th and 12th.

A total of 20 planes and 33 engines were given major overhauls during July. Minor overhauls were given to 27 airplanes and 27 engines.

Lieuts. Goodrich, Timberlake and Williamson ferried three O1-E planes to Richards Field, Kansas City, Mo., Aug. 12th. The first two named officers returned in a BT-2A, Aug. 13th. Lt. Williamson returned in an O-25A from Fort Leavenworth, Kansas, on Aug. 14th.

Lieut. Zeigler with Col. Goodier flew cross-country to Bolling Field, D.C., in a BT-2B, Aug. 3rd. Lieut. Williamson and one passenger flew to Schoen Field, Ind., in a BT-2B on August 8th.

Col. Sneed, Lieuts. Goodrich, Timberlake and Zeigler, in 3 BT-2B's, departed at 2:00 p.m., Aug. 4th, for Cleveland, returning at 11:40 p.m., on a night training flight.

Capt. J.L. Corbett, QMC, was granted a month's leave during the "Hay Fever Season." Lieut. P.W. Timberlake was appointed Acting Q.M. during his absence.

Lieut. G.V. McPike, Depot Supply Officer, accompanied by H.L. Morgan, Chief

Clerk, visited the following National Guard activities, by air, to confer with A.C. Supply Officers of the National Guard Squadrons and Photo Sections regarding a change in procedure of furnishing Air Corps supplies to the National Guard: Cleveland, Ohio, Aug. 11th; Wayne Co. Airport, Romulus, Mich., Aug. 12th; Municipal Airport, Chicago, Ill., Aug. 13th; St. Paul, Minn., Aug. 13th; Aviation Field, Mars Hill, Aug. 14th.

Patterson Field, Fairfield, Ohio, Sept. 3rd.

The First Cavalry, Mechanized, stationed at Ft. Knox, Ky., spent Monday night, Aug. 15th, at this station, enroute to their home station from Toledo, O.

Capt. Burton F. Lewis departed Aug. 16th on 30 days' leave, which he is spending in Ontario, Canada.

Lieuts. D.R. Goodrich and P.W. Timberlake departed for Dundalk, Md., on Aug. 25th. The former returned in a BT-2B the next day, while the latter secured and ferried here a YO-27 from the General Aviation Mfg. Corporation.

The following cross-country flights were made by officers at this station during the past two weeks: To Schoen Field, Ind.: Lieut. McPike, accompanied by Mr. L.R. Teach, in BT-2B, Aug. 18th, and solo on Aug. 24th; To Columbus, Ohio: Lieuts. Zeigler with Stice, Aug. 19th, Capt. Flickinger, Aug. 22nd; To Bay City, Mich.: Lieut. Goodrich, in BT-2B, Aug. 20th; To Burgess Field: Lieuts. Zeigler with Stice, Aug. 24th.

Capt. Kiel, Maxwell Field, ferried a P-12C, Aug. 16th, for minor repair; Capt. Connell an O-25 from Chicago, Aug. 20th; Capt. King an O-1 from Schoen Field, Ind., Aug. 25th.

Tech. Sgt. Guile ferried Air Corps supplies to Columbus, in a C-14, on Aug. 16th; to Selfridge Field, Mich., Aug. 17th, 18th, 19th, 22nd and 24th; to Chamute and Scott Fields, Aug. 30th. Lieut. McPike ferried supplies to Selfridge Field on August 23rd.

Pvt. Elmer H. Stuchell was taken to the Post Hospital, Ft. Hayes, Ohio, on Aug. 29th in an O-19B, piloted by Tech. Sgt. Guile, for an emergency operation for acute appendicitis.

Following is a report on the progress of new construction at this station: Hangar A - Outside masonry wall complete. Steel, foundation, roof, complete. Painting and Plumbing, 50% complete. Hangar B - Outside masonry wall, 90% complete; painting, 50% complete; foundation, 95% complete; plumbing and heating, 50% complete; wood deck complete. Oil Reclamation Bldg. - Outside masonry walls, 25% complete; steel and foundation in place; Monorail in place; painting, 20% complete. Administration Building - Foundation to first floor, complete; outside masonry walls to first floor, 75% complete.

Lieuts. G.V. McPike and F.M. Zeigler ferried an F-1A plane to Scott Field, Aug. 17th, returning in two O-19B's for overhaul.

The following were cross-country visitors here from August 15th to 31st, inclusive: From Cleveland, Ohio: Lt. North; Lt. Backes with Capt. Gill - From Schoen Field, Ind.: Lts. Sommer with Veigel; Capt. Park; Lt. Coleman, leading a flight of six P-6's; Major Ludick; Lt. Leeth; Capt. Woody with King; Lt. Noble - From Selfridge Field: Lt. Griswold; Lt. Jacobs with 8 enlisted men; Lt. Sutherland with 7 enlisted men; Lt. French - From Chamute Field: Lts. Davidson with White; Capt. Rivers; Lts. Keirn and Carter; Lt. Burgess and 6 enlisted men - From Langley Field: Lt. Akre; Capt. Pascale; Lt. Offutt; Lt. Offutt and 2 enlisted men; Lt. Wood and 5 enlisted men - From Columbus, Ohio: Capt. Von Derau; - From Maxwell Field, Ala.: Capt. Asp and 5 enlisted men - From Lunken Airport, Ohio: Capt. Colgan - From Brooks Field: Lt. Foster with Major Bliss - From Scott Field: Lt. Holcomb with passenger - From Stout Field, Ind.: Lt. Carpenter - From Bolling Field, D.C.: Lt. Abbey with Captain Trunk - From Mitchel Field, N.Y.: Lt. Baxter and 6 enlisted men - From Sky Harbor, Tenn.: Lt. Edwards, - From Columbus, Ohio: Lt. Alverson with Lt. Spiers.

The following officers ferried planes here for major overhaul: Capt. Gill and Lt. Backes from Cleveland, Aug. 15th, both in O-38's; Lt. Unruh in P-12C from Selfridge Field, Aug. 17th; Lt. Beverly in P-12C from Maxwell Field, Aug. 17th; Capt. Palmer in O-38 from St. Paul, Minn., Aug. 18th; Major Lynd in P-1C from Ft. Leavenworth, Aug. 25th; Lt. Covington in PT-3A from Candler Field, Ga., Aug. 26th; Lt. Spiers in PT-3 from Columbus, Aug. 27th; Lt. Smith in PT-3 from Schoen Field, Ind., Aug. 30th.

Fort Crockett, Galveston, Texas, August 22nd:

To date, 11 YA-8's were received by the Third Attack Group. The Squadron colors and insignias applied to the new planes help to increase the vicious appearance of this new fighting equipment.

The Third Attack Group Band, a crack military organization which has been prominent in local civic affairs, was disbanded July 27th. Orders to disband were an economy move of the War Department, and they were received with considerable regret by Galvestonians. Since its assignment here, the band has won considerable recognition and cooperated with many civic organizations whenever requested. Warrant Officer Carl Mueller, who was the leader of the disbanded Attack Group Band, left August 6th for San Antonio, Texas, where he was assigned

to the 23rd Infantry Band at Fort Sam Houston. Mr. Mueller, an Army man for 33 years, is the only band leader in the United States Army who was ever cited for bravery under fire.

Major Harry H. Young, Air Corps, formerly with the 12th Observation Group, Brooks Field, Texas, reported for duty with the Third Attack Group.

Master Sergeant Walter E. Berg, formerly a member of the Third Attack Group, in charge of the Group Radio, arrived at Fort Crockett, August 10th, for a visit with old friends and to take on some Gulf breeze and sunshine.

#### Chanute Field, Rantoul, Ill., August 23rd.

During the month of August, the Air Corps Technical School ran on a reduced schedule, according to the annual training program. Advantage was taken of the reduced class activities to accomplish much needed renovation and minor reconstruction in preparation of the departments of the School for the next school year.

A considerable number of officers for whom quarters on the post are not available, and who have been living in Rantoul and Champaign - Urbana, have moved or are in the process of moving to the City of Paxton, Ill., ten miles north of Chanute Field, where they find living conditions to be most equable and pleasant.

Their friends and associates are congratulating Captain Malcolm N. Stewart and 1st Lieut. Ralph E. Holmes upon their recent promotions. It all goes to show that if you wait long enough -- etc. Immediately after executing the oath of office, Capt. Stewart and Lieut. Holmes received the officers of the post and school at the home of Lieut. Holmes in Rantoul.

Lieut.-Col. James A. Mars and Mrs. Mars left August 11th for New York City and New Canaan, Conn., by motor, on leave of absence for 25 days. During Col. Mars' absence, the post is commanded by Capt. Samuel C. Skemp, who is also serving as Acting Commandant.

Lieut. W.C. Farnum, Post Adjutant, recently spent five days' leave of absence at his home in Kansas City, Mo., where he was present at the Golden Wedding anniversary of his mother and father. While there, he was joined by Mrs. Farnum, who was enroute from a visit to the West Coast, and who returned with Lieut. Farnum to their home in Rantoul.

Capt. and Mrs. S.M. Connell spent two weeks' leave in New York City at the home of Mrs. Connell's family, Mr. and Mrs. Hancock.

Capt. Harold R. Rivers, Lieuts. Roy H. Lynn and Donald J. Keirn departed from Chanute Field for their new stations.

Capt. Thomas M. Jervcy, Ordnance Dept., reported to Chanute Field as the new Post Ordnance Officer. The Captain and his family have taken quarters in Paxton, Ill.

Recent arrivals and departures at Chanute Field include: Captains H.R. Wells and A.C. Foulk, from Wright Field and return; 2nd Lieuts. C.E. Bruce and J.A. Bulger from Chicago to Scott Field; 2nd Lieuts. C.R. Kaye and A.W. Shepherd from Selfridge Field to Scott Field; Capt. Englebrecht and 2nd Lt. E.A. Sirmyer from Scott Field and return; 2nd Lts. W.F. Day and M.T. Blaine from Selfridge Field and return; from Selfridge Field, 2nd Lts. M.D. Blaine to Kirksville, Mo.; Geo. McGuire to Fort Riley, Kansas; S.P. Wright to Scott Field - 2nd Lt. D.W. Buckman from March Field; 2nd Lt. C.F. Wright from Langley to Scott Field; 2nd Lt. D.W. Goodrich and Major L.M. Field from Bolling Field to Mason City, Iowa; Major H.A. Strauss from Moline, Ill., to Wright Field; 2nd Lt. G.S. Bond and Capt. R.T. Cronau from Langley Field to Kansas City; 1st Lt. R.J. Minty from Wright Field to Dodge City, Iowa; 2nd Lts. M.W. Wiley from Scott Field to Chicago; T.M. Bolen, Fort Riley to Selfridge Field; E.F. Maughan, Bolling Field to Omaha, Neb.; J.L. Daniel, Randolph Field to Wright Field; F. Motl, Fort Crockett to Madison, Wis.

#### Chanute Field, Rantoul, Ill., August 31st.

Chanute Field and the Air Corps Technical School will resume the winter schedule of both forenoon and afternoon sessions daily, on September 6th.

Pilots and observers at Chanute have actively commenced their aerial training program to carry out the provisions of the War Department Training Directive. Since there are at Chanute Field officers trained in all types of aviation, and so many classes of flying officers, a cross section of the collective training schedules at this station are of exceptional interest.

Lieut.-Col. and Mrs. James A. Mars returned from their two weeks' trip, visiting Washington, New York City and New Canaan, Conn.

Capt. and Mrs. A.W. Murriner returned from two weeks' vacation spent in Chicago and Northern Wisconsin.

Captain Charles E. Branshaw, Operations Officer, returned from a furlough of one month, which he spent on a ranch in Western Texas.

Flights other than local, performed recently by Chanute Field officers, include: To Scott Field, Capt. E.H. Wood, F.S. Borum and M.N. Stewart; to

Bolling Field, Capt. H.R. Rivers; to Chicago, 2nd Lt. F.E. Cheatle; to Joliet, Ill., Capt. S.C. Skemp; to Boscobal, Wis., Capt. E.H. Wood; to Patterson Field, 1st Lt. J.L. Davidson; to Pekin, Ill., 1st Lt. W.K. Burgess; to Beloit, Wis., 2nd Lt. F.G. Allen; to Kansas City, 2nd Lt. R.E. Easton; to Angola, Ind., Sgt. D.M. Swisher; to Springfield, Ill., 2nd Lt. F.E. Cheatle; to Lincoln, Neb., 2d Lt. L.D. Fator; to Winchester, Ill., Capt. F.S. Borum; to Mitchel Field, 1st Lt. H.W. Anderson; to Little Rock, Ark., Capt. E.G. Harper, also to Peoria, Ill.; to Kenosha, Wis., 2nd Lt. F.E. Cheatle.

Air Corps officers visiting Chanute Field recently include: Major L.G. Heffernan, 2nd Lt. R.O. Akre from Langley Field; 2nd Lt. C.M. Hefner from Selfridge Field to Scott Field; 2nd Lts. L.I. Broun, J.O. Guthrie, H.R. Burnett, P.M. Jacobs from Selfridge Field and return; 1st Lt. E.W. Hillery from Kansas City; Capt. H. Pascale from Fort Crook to Langley Field; 2nd Lts. F.M. Zeigler, Patterson Field; C.O. Miller, Fort Crockett to Fort Leavenworth; T.E. White, Bolling Field and return.

Recently, a Chanute Field officer preparing for a northwestern aviation flight over a route not covered by strip maps, spent a couple of hours at his home, laying flight lines, distances and courses on several state maps. Upon completing the task to his satisfaction, he rubbed his hands and said to his charming bride - "There! Even the Lord would call that a perfect set of maps."

The estimable lady, without looking up, replied: "Darling, the Lord would not be interested in your maps - he made that country."

#### Albrook Field, Canal Zone, September 1st.

A statistically inclined non-com who took the trouble to record all rumors for the past month in some detail informs us that personnel and equipment for about five complete flying fields will pour into Albrook Field during the coming month. Be that as it may, our five airplanes will henceforth repose in hangars, as the floors are practically finished and Sept. 20th will see the contract for the three double hangars, the Engineering hangar and the Supply hangar completed on time.

Capt. Browne, Quartermaster, received the furniture allowance for all quarters now completed, and has an unoccupied barracks nearly filled with it.

A new piece of equipment worthy of note here are the refrigerators installed in the Squadron kitchens. They are a room about 10 x 10 feet, maintained at 34 to 38 degrees, accessible via a large and small door, also a freezing cabinet that produces 150 lbs. of ice daily. The one in use by the 44th Squadron has proven very satisfactory and is an important improvement over the old types of equipment.

The social life of the month was featured by a dance at the Century Club and a bridge party at the home of Capt. and Mrs. McDuffie. Both parties were sponsored by Capt. and Mrs. McDuffie and Lieut. Day. The bachelors entertained at an afternoon party at Bradys.

#### 430th Pursuit Squadron, Kansas City, Mo.

On August 14th, the 430th Pursuit Squadron, Air Corps Reserve unit, famed for its flying throughout the middle west, took off from the Kansas City Airport for two weeks' active duty at Marshall Field, Fort Riley, Kans. Enroute to the training base, the Squadron dropped down at the Missouri National Guard encampment, Camp Clark, Nevada, Mo., and was greeted by General Raupp, Adjutant General of Missouri, and Colonel E.M. Stayton of the 110th Engineers.

Arriving at Fort Riley, a composite squadron was formed with our State Reserve officers being attached to the 430th for the period of training. Major Ollie Blan was placed in command of the unit, with Captain Burnham W. Diggle in command of the 430th Squadron. Capt. Wm. B. Wright, Air Corps, who has been in command of the Kansas City base for the past two years, handled the training program, with Lieut. Graham M. St. John, A.C., acting as Executive Officer. Both of these regular officers have done much to develop this unit to its present high state of efficiency.

For the first time in the history of active duty training for the Kansas City group there were a number of service type ships available for flying. The equipment consisted of 3 P-6's, 3 O-25's and 8 O1-E's. In addition, one BT-2C and one PT-3 furnished training equipment for the few men who needed dual work. This also marked the first year where a large number of officers were experienced on all types of service ships. Many of the younger officers were graduates of the Advanced School with a year or two of work with tactical units. A good many others were youngsters doing regular commercial flying who have kept their hand in on the service equipment at Kansas City. This type of materiel permitted the immediate operation of the training schedule.

In years past, over half the time at camp was consumed in giving dual instruction to officers who had not flown since their last duty period. Naturally, little time would be left for tactical training. Much work was done on the gunnery and bombing ranges, as well as formation and combat routine. A map problem was completed, working with ground units of the Kansas National Guard.

Cross-country flights were made to Beatrice, Neb.; Galesburg, Ill., Denver, Colo., and  
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Colo.; and Garden City, Kansas. Special missions were flown to Lincoln, Neb.; Wichita, Kansas, and Paola, Kansas.

During the active duty period, the Reserve officers enjoyed entertaining the following officers who dropped into Marshall Field: General W.L. Leech of the Militia Bureau, Captains Vincent J. Meloy, T.J. Koenig, Orlo H. Quinn, Isaiah Davies, Lieuts. O.K. Robbins and Lawrence Carr.

#### Rockwell Field, Coronado, Calif., August 17th.

The present appearance of the buildings, quarters and squadron areas is quite in contrast with that of a month ago. The work of painting and remodeling the mess halls, tents, latrines and day-rooms, which has been going on daily, has begun to show remarkable results. Corp. Joe Farrell, mess sergeant of the 32nd Squadron, has worked on the area fronting the mess hall until it is now a veritable flower garden, a mass of multi-colored flowers and plants. The lawns, too, have taken on rich, green hue and are now well banked and plotted, affording a very pleasant view down the squadron streets. Everyone seems to be more than willing to cooperate, and this work, along with its amazing results, has tended to boost the morale of the various organizations to its highest peak.

Fishing, deep sea and otherwise, seems to be the new rage and mania of both the officers and enlisted men of Rockwell Field. Every afternoon sees some soldier-fisherman headed in the direction of the Quartermaster docks, burdened with fishing tackle and equipment. And they don't all come back empty-handed, either! Just who seems to be the Master Fisherman, relative to sizes and weights, and the number of fish caught, is largely a matter of debate. Among the officers who vie for first honors in fishing ability are Capts. Pyle, Chandler, Lieuts. Archer and Bunker, while among the enlisted men, Tech. Sgt. Richards, if not the champion fisher, is certainly the most enthusiastic. The waters in and around Rockwell Field and Coronado afford wonderful opportunities to those interested in fishing. And all of Rockwell Field seems to be interested!

Captain Westside T. Larson, having recently attained that rank, was presented with an enormous pair of Captain's bars by the officers of the 19th Bombardment Group. Capt. Larson is Operations Officer for the Group and is well known throughout the Air Corps for his ability as such, as he has always maintained the highest standards of efficiency.

It is with much regret that Rockwell Field reports the loss of 2nd Lieut. Howard G. Bunker, 32nd Bombardment Squadron, who recently received orders transferring him to Chamute Field for duty as student at the Technical School to pursue the Aircraft Armament course. Lieut. Bunker was stationed at Rockwell Field since November, 1929, having reported for duty here upon the completion of the advanced flying course at Kelly Field. It is the sincere wish of everyone at this station that he will be reassigned to Rockwell upon finishing his work at Chamute.

Pvt. 1st Cl. Raymond G. Motley, 32nd Bomb. Sqdn., left August 8th for the Presidio of San Francisco to become a candidate for the West Coast Army football team. He made quite a name for himself in Army athletics, having been a member of the title-winning basketball squad of Fort Sill, Okla., and while on furlough from that station was a member of the Cameron University football squad for the season of 1931. We wish Pvt. Motley much good luck and many happy landings.

#### Rockwell Field, Coronado, Calif., September 3rd.

The 34th and 9th Bombardment Squadrons, March Field units encamped on North Island since July 8th, are preparing to return to their home station, after completing a month's intensive training in aerial gunnery and bombing. These two outfits will be replaced by the 73rd Pursuit and 31st Bombardment Squadrons which will conduct a training period of one month's duration also. Upon completion of their bombing and gunnery, they will be the last units in the 7th Bombardment Group to train at Rockwell this summer. Camp Neville has proven to be a success not only as a training center, but also as an ideal encampment for soldiers. All of the personnel of Camp Neville availed themselves of the opportunities offered on North Island for surf bathing, fishing, etc.

The flying activities of the 30th and 32nd Bombardment Squadrons are becoming more and better organized each day. The officers of these two squadrons are being initiated into the mysteries of "Avigation," with one night each week being devoted to night flying. The two above-mentioned squadrons are now the proud possessors of two brand new servicing trucks, which are the last word in field servicing trucks, being equipped with hydraulic brakes and having a tank capacity of 1500 gallons of gasoline and 700 gallons of oil, in addition to other new and modern appliances which tend to speed up the work and promote the efficiency of the line crews.

Captain Westside T. Larson, Group Operations Officer, with Staff Sergeant Clarence K. King, left this station in a BT-2B for Fairfield, O., August 30th, to ferry back a YO-27 airplane, the first of this type assigned to this station.

The officers of Rockwell Field have been going in for golf and squash very much lately, squash being the "official" conditioning exercise for the officers of the 19th Bombardment Group. Among those who have attained the title "First



Degree Golfer," are Captains McClelland, Chandler, Pyle, Grisham, Heisen, Lieuts. Archer, McKinnon and Brand.

Upon completing a course of training and study at the Air Corps Tactical School, Maxwell Field, Ala., 1st Lieut. Morton H. McKinnon reported for duty here and was assigned to the 32nd Bombardment Squadron, where he has taken over the duties of Squadron Operations Officer. At present, Lieut. McKinnon is on detached service at March Field, where he is undergoing dental treatment.

Hors. 2nd Corps Area, Governors Island, N.Y., August 31st.

Lieut. C.J. Kenney, Air Corps, in charge of Air Corps Reserve activities in the 2nd Corps Area, reports the completion, at Mitchel Field, of two weeks' active duty training by the 861st Observation Squadron (Res.) on July 23rd, and the 303rd Observation Squadron (Res.) on August 6th. Both units received tactical training, including gunnery, photography, reconnaissance, formation and cross-country navigation, in which all officers in attendance proved the value of their war and post war training. A total of 40 officers attended these two periods and flew about 400 hours. Types of planes used were O-1G, O-25 and O-39.

A large majority of these officers hold AP ratings and Transport Pilot licenses, and are engaged in commercial flying. They unanimously voted this year's training the most interesting and beneficial of any heretofore taken.

Colonel Kirtland is now with us as the new Air Officer, and his interest in the Reserves is well known, so all are looking forward to bigger and better reserve activities.

Clark Field, Pampanga, P.I., July 20th.

Lieuts. Fair, Persons, Old, Ronin and Sutton are now with the 3rd Pursuit Squadron as replacements for the five officers who departed on the June boat.

Lieuts. Persons and Springer, each accompanied by his better half, are visiting China on leave. With all the new reductions in pay, leave, etc., they are expected to be returning soon.

The Clark Field officers Bowling Team is coming along in good shape again this year and has established a good lead over the Cavalry and Artillery teams from Fort Stotsenburg in the present tournament. Lieuts. Hawkins, DuBose, Henry, Fisher and Taylor have been doing most of the heavy work, but practically all other officers of the Squadron are practicing daily and are available at any time. Mr. Sgt. Klingler is captain of the men's team this year and they are showing up well in the Department Tournament which has just started.

Boston Airport, Boston, Mass.

While attempting to land his Keystone Bombing plane in formation at Boston, Sept. 2nd, Lieut. Merrill DeLane, of Langley Field, Va., came to grief when his right wheel brake locked and swung the ship into the newly filled area of the airport. The right lower wing, propeller, and right landing gear element were damaged. The Bomber was one of a group of ten which had spent two days at Old Orchard Beach, Maine, the pilots being guests of the Old Orchard Chamber of Commerce. They were returning to Langley Field and had decided to land at Boston enroute.

Lieut.-Col. Rush B. Lincoln, Corps Area Air Officer, and Capt. Glenn C. Salisbury, Air Corps Officer in charge of Reserves here, witnessed the accident. They praised Lieut. DeLane for his coolness and action in the emergency. Already the corps of mechanics at the Boston Airport Army Reserve Detachment hauled the motor out of the ship and were ready to attach the new lower wing, to be shipped to Boston, with a new right element of the landing gear and a few other spare parts. Jack Breen, civilian employee, Sgts. Victor Viscil and Frame and their crew are doing very commendable work on the Bomber in face of lack of usual facilities for handling these big ships. Through cooperation of Capt. Albert Edson, Mass. National Guard Air Corps, who is Airport Superintendent for the City of Boston, the entire crew of nearly 100 welfare workers who are working for the city grading the airport to obtain city aid during the unemployment siege, were rounded up. With this large crew, the Army mechanics soon had the big ship rolled off the field and up to the Army hangars.

Captain Glenn C. Salisbury returned from a week's leave which he spent on Cape Cod, enjoying the cool breezes, the bathing and fishing.

Capt. Joseph A. Wilson led a group of three Army planes to the National Air Races at Cleveland.

Langley Field, Hampton, Va., August 25th.

Second Lieuts. F.P. Smith and W.O. Riley returned to the field following the completion of an extended avigation mission on August 15th, with San Antonio as their destination. The itinerary of the trip carried them through many scenic sections of the country, the route having been accomplished via Montgomery, Ala.; New Orleans, La., and Fort Crockett, Texas. Flying directly from Langley Field

to Fort Crockett, Galveston, Texas, a distance of 1275 air miles was made from sun-up till sundown, a total elapsed time of 12 hours, 40 minutes being required.

The pilots reported being handicapped by a few rainstorms but, taking everything into consideration, the trip proved most practical and helpful in the way of navigation, ship performance and airdrome study.

#### Materiel Division, Wright Field, Ohio.

General Pratt had a birthday - as even generals will - on Sept. 2nd. He was 50 years young. Because of the combination of years, youth and eminence, the officers of the Division decided flowers would be the fittest emblem of congratulations. The General's appreciation was phrased in a note as follows: "The flowers are beautiful and will help considerably to lessen the blow of having reached such a ripe old age. Please accept my sincere thanks for your thought of me." The General recently returned from a three weeks' vacation in Canada.

Captain T. Aoki of the Japanese Embassy, Washington, D.C., and Commanders K. Hashimoto and R. Tada, Imperial Japanese Navy, were recent visitors at the field.

The following cross-country flights were made by officers at the Materiel Division: General Pratt and Major Knerr to Washington, August 7th - Lieut. F.M. Hopkins, Asst. Commandant, A.C. Engineering School, to Washington for conference with Chief of the Air Corps - Captain A.J. Lyon to the West Coast - Lieut. K.B. Wolfe and J.W. Musser, Inspection Branch, to St. Louis; Marshall, Mo.; Kansas City and Wichita on business concerning inspection matters - Lieut. C.D. McAllister and Capt. D.M. Reeves to Camp Knox, Ky., where the latter delivered a lecture on Aerial Photography for Reserve officers encamped there - Lt. John Whitely to Mather Field to attend to special Air Corps matters - Lieut. W.M. Amis to various fields on Pacific Coast to confer with commanding officers on equipment and supply matters - Major H.A. Strauss and Lt. K.B. Wolfe to Milwaukee - Capt. D.B. Howard and Lt. W.J. Hanlon on flying tour of West Coast, including Mather, Crissy and March Fields, Rockwell Air Depot, and Santa Monica, stopping at San Antonio on return flight. Capt. Howard conducted certain navigation tests and Lt. Hanlon to supply and equipment matters. They were gone about three weeks - Major F.H. Coleman and Capt. A.F. Hegenberger to Schenectady, N.Y. for observing and performing tests on navigation instruments at plant of General Electric Co. - Lt.-Col. A.W. Robins and Capt. St. Clair Streett to Buffalo and Hartford for conference with Air Corps contractors - Lt. F.D. Klein ferried a YO-31C to plant of the Douglas Co., Santa Monica, Calif., for changes, and returned by rail - a 4-plane formation to Milwaukee Lts. K.B. Wolfe and F.D. Woodward; Lt. B.W. Chidlaw and Capt. D.B. Howard; Lt. J.A. Woodruff and Major J.L. Hatcher; Major Strauss.

Eleven O-19 planes from Scott Field arrived in formation, the officers remaining overnight.

Major-General B.D. Foulois, Majors Ralph Royce, W.G. Kilner and Capt. A.B. McDaniel arrived July 19th by air, spending several days in conference with Gen. Pratt - Lt.-Col. Jacob E. Fickel, our former Executive, arrived July 25th for a brief visit - Major-General Foulois, Lt.-Col. B.Q. Jones, Major Ralph Royce and Capt. A.B. McDaniel arrived August 9th, from Memphis, Tenn., taking off shortly thereafter for Bolling Field - Major-General G.E. Leach, Chief of the Militia Bureau, piloted by Capt. Vincent J. Meloy, arrived from Bolling Field Aug. 12th.

A formation of 25 planes, led by Capt. J.G. Colgan, Lunken Airport, Ohio, landed here August 19th, coming from Schoen Field, Indianapolis, where the Air Corps Reserves, 5th Corps Area, were serving two weeks' active duty. The formation was neatly flown and in every way a credit to the Reserves. They remained for lunch and made a tour of the Division in the afternoon.

The weather in our middle west was especially kind to aviators during the past six weeks, and they took advantage of it with a vengeance. The following is a typical getting-into-the-air for Wright Field officers of a Saturday - this happened to be August 20th: Lieuts. Paul Wolf, C.H. Caldwell and G.F. Smith to Selfridge Field; Capts. A.J. Lyon to Cleveland; H.R. Wells to Elmira, N.Y.; A.E. Jones and Rudolph Propst to Terre Haute, Ind.; Lieuts. J.E. Parker to Chicago; S.R. Harris to Youngstown; C.S. Irvine to Chanute Field; I.A. Woodring to Bolling Field; D.W. Watkins to Detroit; A.R. McConnell to Indianapolis; S.E. Prudhomme to Youngstown, O.; G.V. Holloman, piloting Major Wilmerding, to Newberry, S.C.

About this time the aviation reporter, taking the news for the day, chimes in - "Any officers left on the Field?" Of course there are - plenty of 'em; but there are not many available planes left in the hangars.

Lieut. John M. McDonnell, recent graduate of the Army Industrial College, reported for duty

Capt. O.P. Gothlin flew a Boeing Bomber from the plant of the Boeing Co., Seattle, Wash., to Wright Field, for test. Lieut. Gothlin is the Air Corps representative at the plant of the Boeing Co.

Reserve Officers who reported for two weeks' active duty were Major W.M. Reading, Air Reserve; Capt. Wm. Brown, Specialist Reserve; Capt. G.W. Haskins, Air Reserve, and Lt. L.H. Body, Dental Reserve.

Capt. St. Clair Streett, formerly Chief of the Flying Branch, left recently for Fort Leavenworth for duty as student at Command and General Staff School. Captain Streett's work at Wright Field was extremely capable and constructive, and he leaves a large gap for a successor to fill. Best wishes for success in his new duties go with him.

Selfridge Field, Mt. Clemens, Mich., Sept. 7th.

By performing a feat unparalleled in local annals, Lieut. E.K. Warburton, Engineering Officer, 94th Squadron, won the local unofficial title of "Admiral." He decided he needed time in the Loening "Duck," sent to Camp Skeel as a rescue ship. Trying to take it off from Lake Van Etan, he found the "Duck" was more a submarine than an airplane, for instead of rocking up into its step in the hull, it rocked nose first under the waves to a watery grave. Unlike a true Admiral, Warburton refused to go down with his ship, allowing himself to be rescued in a rowboat. The accident was caused by a leak in the hull which allowed enough water to enter to change the buoyancy and balance of the amphibian.

Selfridge Field is now adequately equipped for night flying. The 1st Pursuit Group planned an extensive schedule of night flying to compensate for the time lost in this valuable training during the period of new construction.

After the 27th Squadron had taken part in the Army Day program, August 30, at the National Air Races, Capt. R.C.W. Blessley led the squadron up to Camp Skeel for their turn at the ground and aerial targets. The 27th is equipped with the new P-12E's and, as was the case with the 94th's new BJ P-16's, all hands are curious as to how the new ships would perform in gunnery work. This year all three squadrons at Selfridge are equipped either with new type ships or with new modifications of older types, none of which had been previously used in service at gunnery. Interesting conclusions as to the gunnery efficiency of the various types will undoubtedly be drawn when the gunnery season has been completed by all squadrons.

Capt. Ross G. Hoyt, Lieuts. Jesse Auton and Jarred V. Crabb represented the 1st Pursuit Group at the Aerial Gunnery Matches at Langley Field.

Capt. Fred C. Nelson reported for duty. He will command the 57th Service Squadron.

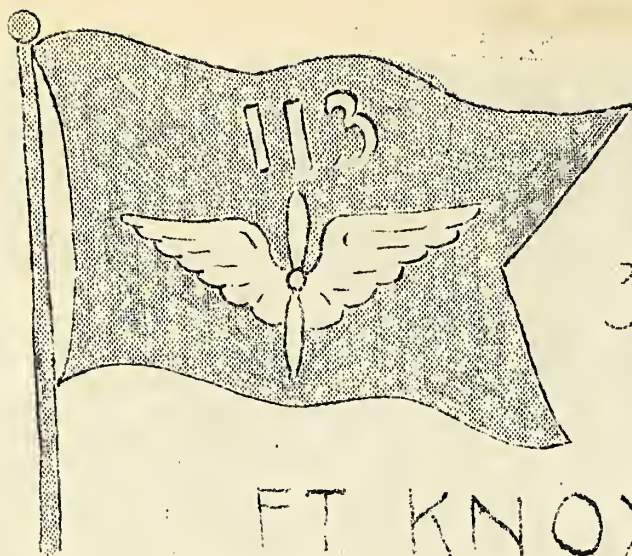
The 17th Sqdn. flew to Camp Skeel, Oscoda, Mich., August 18th for combat firing. Each ship was equipped with one 30 and one 50 calibre gun, and 200 rounds of ammunition. This somewhat new method of Pursuit firing was adjudged quite successful by Major Gilkeson. An average percentage of 33-1/3% hits was made. A large number of meteorological balloons were taken along with the hope of using them for free aerial targets for attack by individual ships. This practice was not carried out because of an adverse wind on Lake Huron, which carried the balloons over the land. This schedule of combat firing is to be carried out weekly by all the squadrons in the Group. After the 17th returned from Camp Skeel, the 94th flew north to occupy the vacated tents, and to follow the same schedule there as the 17th. Some trepidation is felt by the rest of the Group as to the fate of the 94th's P-16's at Skeel. They have a rather pronounced tendency to be nose heavy in landing, and the soft spots and holes of the sandy field at Skeel should prove rather exciting hazards for the pilots of the 94th. When the squadron first landed at Skeel on the 11th, one of the P-16's nosed over on its back rather violently after hitting a hole just after landing, and it is understood the 94th pilots are showing great wariness in all their landings now.

San Antonio Air Depot, Duncan Field, Texas, August 26th.

What with the hot weather, the Economy Act, and the comings and goings, etc., in addition to rather rushing supply and production schedules, this has been more or less of a busy summer for the San Antonio Air Depot.

A matter of profound shock to us was the fire which occurred here on the afternoon of July 26th, destroying the Dope House (Building No. 131) at the Engineering Department, with its contents, and resulting in the death of one civilian employee and the severe injury of two others. In this large building all operations pertaining to the doping of airplane surfaces, etc., were carried on, and during the process of a dope spraying job a large drum of nitrocellulose dope in some manner exploded, the whole building almost immediately being enveloped in a mass of flames. Due to the nature of the fire, it was impossible to save the structure, and only the prompt and splendid work of the combined Fire Departments of this Depot, Kelly Field, and the Normoyle QM Depot prevented the blaze spreading to other buildings. The personnel of the Depot mourns the death of Thomas A. King, Civil Service employe, who received the full force of the explosion, and whose burns were so extensive that he succumbed that same night. He is survived by his widow, three children, his parents and two sisters. James B. Morgan, Jr., and Robert H. Hartenberger, employees at the Dope House, were critically burned, requiring major medical treatment and hospitalization. At last reports they seemed to be progressing hopefully. Messrs. V.E.R. Brandenburg and Stephen Long, also of the Dope House personnel, received moderately severe burns and shock, but returned to work after treatment. Sixteen other employees received minor hurts, mostly from fire fighting, but resumed duty after first-aid. This was the only disaster to occur at this Depot. After thorough investigation by a Board of Officers, composed of Capt. Ralph B. Walker, Lts. Donald F. Stace and Charles K. Moore, the actual cause of the explosion could not be determined, but apparently it was not the fault of anyone and was, under the circumstances, unavoidable.

The Depot enjoyed a brief informal visit from Hon. Ross S. Sterling, Governor of Texas, who was unofficially visiting various points of interest in San Antonio in connection with his tour of this part of the State. The Governor was guest at luncheon of the Commanding Officer and officers of the Depot.



38 DIV. AVIATION  
FIELD TRAINING  
FT KNOX KY.

The squadron has just returned from their field training period at Ft. Knox, Kentucky. Lt. Backes, instructor of the 112th Observation Squadron, at Cleveland was Inspector. Lt. Bacbes was a very good card player, as well as inspector.

Over the week end at camp, six planes with twelve officers made a cross country trip to Savannah, Georgia, and "you all should have seen them step out to Tiaby".

Capt. Tom Voss, our honorary Colonel came up to spend the camp period with us, and spend was right after Lt. Sidney Stout hit his stride.

During camp, the squadron kept in close contact with the Indiana mine situation by keeping a plane in the mine territory most of the time. Just before camp we were called to active duty for two days when the trouble was at its height. While at Terre Haute, we recieved instruction in the use of Tear and Nausiating gas bombs and carried them in the planes. Fingers became itchy and we were tempted to try them out, but orders are orders, and the condition cleared up without tears.

Far be it from us to want any kind of trouble but even so we must say we enjoy active duty, even when we stay up all night.

After watching some of our younger pilots fly at camp we come to the conclusion that they are a bunch of dub golfers, preferring the rough and hazards to the fareways. We must admit however that they are really pilots in the ruff for they did not get a scratch on any of the planes.

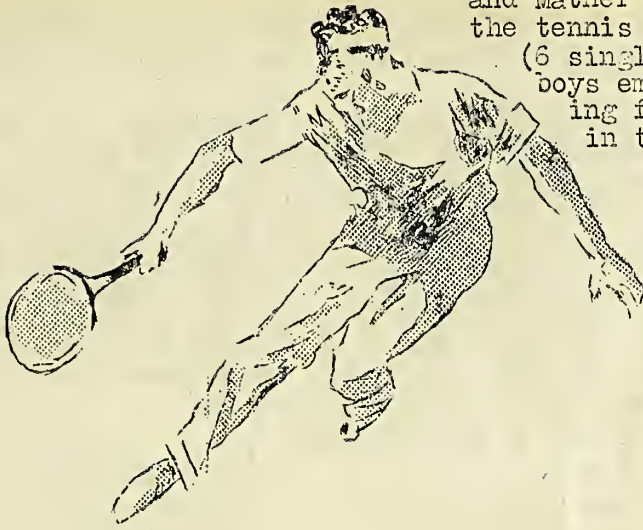
Hear ye! Hear ye! the squadron has a staff car, a big Lincoln seven passenger. Drop in now and ride to town in style in our staff car.

The old Ohio and the Kentucky hills looked good as we flew to camp. That rough country furnishes real flying experience, and believe it or not we hated to leave it. We really like he man flying and get a real kick out of camp life.

The squadron aviation post 171 flew five planes to the State Convention of the American Legion at Kokomo and added their formation flying to the Legion parade.

Several of the planes will go to Cleveland for the air races and we hope to renew some of our acquaintances from last year, both with the 112th and others that will be there.

The Racqueteers among the enlisted men of March and Mather Fields in Sunny California clashed on the tennis courts on August 28th in eight matches (6 singles and 2 doubles). The March Field boys emerged victorious from the combat, taking four of the singles and splitting even in the doubles. The scores follow:--Singles



<u>Mather</u>	<u>March</u>	<u>Scores</u>
Gibson*	Lovering	6-2; 7-9; 6-2
English*	Leet	6-4; 7-5
Johnson	Wayne*	2-6; 6-8
Waters	Davidson*	0-6; 9-7; 1-4
Default by Mather; injured ankle		
Wendle	Miller*	3-6; 3-6
Carlos	Ebel*	2-6; 3-6
* Won		

<u>Doubles</u>		
Gibson) *	Wayne )	
English)	Lovering)	5-7; 6-4; 6-2
Wendle )	Davidson)*	
Johnson)	Leet )	3-6; 2-6

A Round Robin Tournament for enlisted men was scheduled to begin on September 1st.

BAKERSFIELD TENNIS CLUB vs MARCH FIELD

Lieut. Stone (March) vs Cartwright - 6-3 6-2 Won by Lt. Stone  
 Lieut. Morrill (March) vs Urner 8-6 7-5 Won by Lieut. Morrill  
 Lieut. Howard (March) vs Lovelace - 3-6 7-5 6-4 Won by Lieut. Howard  
 Lieut. Robinson (March) vs Davis - 6-1 6-1 Won by Lieut. Robinson

Lieut. Robinson (March) vs Davis  
 Lieut. Howard " Cartwright 10-8 Won by March Field  
 1 set default (darkness)

Tennis singles championship of the United States Army is again in the possession of Lieut. Stanley K. Robinson, of March Field, who successfully defended his title in the recent tournament at Washington, D.C. Robinson is again back at March Field with the 1932 trophy. Paired with Dolph Muehleisen, Robinson is also doubles champion of the Army-Navy. With Lieut. P.K. Morrill, also of March Field, Lieut. Robinson entered the doubles contest at the Virginia Tournament, and the two were runners-up for the championship. Lieut. Millard Lewis was the third member of the team representing March Field.

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Strengthened by the addition of "Light Horse" Harry Wilson, former All-American back while with West Point, the Langley Field Birdmen will face the most ambitious schedule in the history of football at the Peninsula Air Corps Post. Aside from championship service engagements scheduled and a tentative clash with the famous Parris Island Marine eleven, the Third Corps Area football champs of the past two successive seasons are slated to meet eight college elevens, Captain George L. Usher, Adjutant and Athletic Officer of the Post announced recently.



An innovation here this year will be night games, played under flood lights which are now being erected all around the gridiron. The majority of the games will be played Saturday nights. One Sunday game is booked, that being with the powerful Loyola College forces from Baltimore, on November 13th.

With the exception of three dates, the schedule of 13 games has been completed. Efforts are being made by the management to schedule a game for October 8th with Emory and Henry College. This open date occurred because of a cancellation by Long Island University of a game previously scheduled for that date.

West Liberty State Teachers College of West Liberty, West Va., is a new school on the Airmen's schedule this year and promises to be one of the toughest assignments for the local Birdmen. Campiglio, leading scorer of the country last year, was a member of this eleven. Loyola College is another new school on Langley's schedule. They were edged out last season by Holy Cross, 14 to 13, and played the rugged Western Maryland eleven to a 7 to 7 tie.

The husky Quantico Marines have been definitely booked for Saturday, November 19th, but the location of the game has not been decided at this date. It is

probable that the game will be played on a gridiron, either in Newport News or Norfolk, Va., in order to accommodate the vast football fans in military and civilian circles here.

A proposed game with the Farris Island Marines is yet tentative, but the management expects to schedule the contest as the final game of the season.

Lieut. R.C. Hutchinson will direct the activities of the Birdmen, in their ambitious bid this season for grid recognition, as head coach. Assisting him will be Lieuts. Smith, Bodle and Davis. With virtually all of last year's championship eleven intact and a number of additions besides Lieut. Wilson, a squad well above the ability of any former Langley team will be virtually assured. Lieut. Hutchinson issued the first practice call for his squad on Sept. 1st, and preparation for the season's opening clash on September 17th with Campbell College of Buies Creek, N.C., is under way, with preliminary and light practice now going on during the regular daily practice sessions.

The schedule for the season is announced as follows:

<u>Date</u>	<u>Opponent</u>	<u>Place of Game</u>
September 17th	Campbell College (Buies Creek, N.C.)	Langley Field
September 24th	Guilford College (Guilford, N.C.)	Langley Field
October 1st	Shenandoah College (Dayton, Va.)	Langley Field
October 8th	(Open Date) Emory and Henry College pending	
October 15th	West Liberty State Teachers' College (West Liberty, W. Va.)	Langley Field
October 22nd	Elon College (Elon, N.C.)	Langley Field
October 28th	Apprentice School of Newport News	Newport News, Va.
November 5th	New River State College (Montgomery, W.Va.)	Langley Field
November 13th	Loyola College (Baltimore, Md.)	Langley Field
November 19th	Quantico Marines (Quantico, Va.)	Undecided
November 24th	Appalachian College (Boone, N.C.)	Langley Field
December 3rd	Third Corps Area Championship (Pending)	
December 12th	Farris Island Marines (Savannah, Ga.)	(Pending)

- Pvt. Jack R. Germaine, Sports Correspondent.

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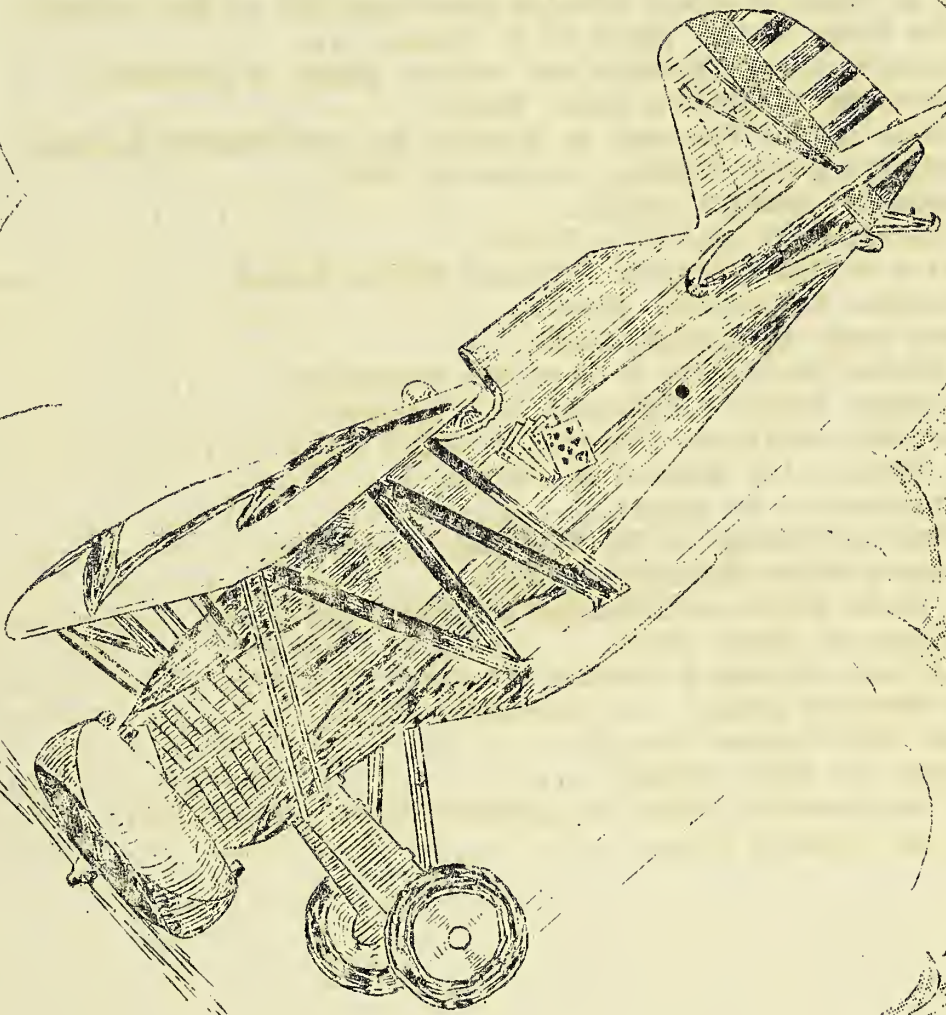
**BASE** In seven contests on the diamond, from July 31st to August 28th, the  
**BALL** March Field baseball team won two and lost five. The two victories were from Hemet, 10-2 and from Blue Goose of Corona, 11-0. The team's opponents taking the long end of the score were Acme Brew of San Bernardino, 11-7; U.S.S. Salt Lake City, 8-6; 30th Infantry of Presidio, 1-0 and 8-5; and U.S.S. Augusta, 5-1.

-----  
 The Patterson Field baseball team annexed three wins and was handed one defeat in the past three weeks. The wins were at the expense of the Clifton Nine at Clifton, Aug. 13th; the Germantown Merchants and Tawney's Movers at Patterson Field, August 14th and 28th, respectively. The defeat was handed them by the Selfridge Field boys.

-----  
 Too bad, the San Antonio Air Depot Baseball Team suddenly ran up against hard luck! After a season of snappy and outstanding work, under the strong leadership of Manager Charles H. ("Dink") Leipart, during which they walked away with the lead in the local Sunday Morning League, beat the champions of the Commercial League in two straight games, and came easily to runner-up for the City Amateur Championship, they faced the Texas Chiropractic College Hawks for the final play-off series. On August 21st we won, 10 to 5. On the 23rd (a night game) we lost, 9 to 8, and on the afternoon of the 24th, the Hawks celebrated the championship victory, 4 to 0, which their veteran local amateur pitcher, Larry Miller, won for them on that date. The final line-up of our team was: H. Fikes, 1.f.; C. Fikes, 1b; Roy Dixon, ss; L. Fikes, r.f.; Ray Dixon, 2b; Hill, cf; Cockrell, 3b; Menard, c; E. McCarty, p. Well, next year is another season! The boys are especially grateful to Colonel Fisher, our Commanding Officer, as well as to the other officers of the Depot for the enthusiastic interest and support given the team.

-----  
 The Selfridge Field baseball team is building up a reputation locally and in distant parts. A lost baseball game is a rarity. The team is improving steadily. On Aug. 20th, Lt. McCoy took his team to Flint, where they played the State Truckers and won 11-8 in revenge for previous score. The next day the Patterson Field team arrived at Selfridge and returned convinced that Selfridge has a superior team this year. Final score was 19-3. The pitching staff of Hagemeyer, Dusing, Hepeler and Harmer have maintained a remarkable average, and the team's batting average is high. Much to the surprise of the local fans and to the delight of the baseball team, Lt. McCoy decided to play with the team, and in the one game he played was a little man with a big stick. His batting average is crowding a thousand. He also heads the "Strawberry League," with a remarkably large bruise on his right hip.

# AIR CORPS



NEWS LETTER

ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

October 18, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from the Fields.

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### WAS THERE AN ADVANCED CULTURE IN THE SOUTHWEST?

By 2nd Lieut. Minton W. Kaye, Air Corps.



George Palmer, an Army aviator during the World War, operated a flying field at Elythe, Calif., and also a field at Las Vegas, Nevada. Mr. Palmer frequently made trips between these two fields, and on one of these trips happened to see fashioned upon the level top of a mesa the giant figure of a man. This was in the summer time, and temperatures frequently crack the thermometer at 132 degrees around Blythe - and this was no cool day. As Aviator Palmer had no great faith in his motor, he did not venture too close to these figures, but made a note to come back at some future date and make a more detailed study of them. At a later date he did return, and while flying the plane himself took pictures with a small hand camera.



Times were hard in Blythe with the dropping off in prices of farm commodities. Palmer had to give up his field at Elythe. While in Los Angeles on his way north, he stopped in to report his find to the Los Angeles County Museum. Here he encountered Mr. Arthur Woodward, curator of History for the Museum. Mr. Woodward could see from the faint snapshots that the figures were, if authentic, of important archeological value and "itched" to make a close inspection. Remembering that the Air Corps had in past times cooperated with scientific societies in the discovery and recording of archeological material, Mr. Arthur Woodward and Dr. Charles Van Bergan, also of the Museum, visited March Field and requested aid from Lieut.-Colonel H.H. Arnold. The author of this article was called in and the pictures taken by Palmer presented to him with the query: "What do you make of these?" Faint as the photographs were, I made the remark that they were probably pictographs of markings of Indian origin and that their location was somewhere between Blythe and Needles, Calif., on the west bank of the Colorado. Upon closer inspection, the Colorado could be faintly seen in the horizon of the picture.

An inspection of a map of southeastern California showed an expanse of desert more than one hundred miles in length in which somewhere these figures were hidden. Upon asking where Mr. Palmer was at this time I was told that he had last been heard from somewhere in the San Joaquin Valley, but could not be located. One small clue, however, had been given that the figures were near the intake of the Canal system of the Palo Verde water district. With this small amount of data to work upon, a plan was worked out whereby an airplane party was to go out and make a reconnaissance of the territory between Blythe and Needles, while a ground party was to proceed to the Airport at Blythe and await news. If the figures were located, the airplane party was to photograph them and make notes as to the feasibility of bringing in a ground party by automobile.

The ground party departed on Sunday afternoon, while the airplane party contemplated departing on Monday morning as early as possible. On Monday, the weather turned decidedly bad and remained that way for the better part of a week, making flying dangerous if not almost impossible. The ground party in the meantime had made an inquiry around Blythe concerning any large figures in the locality and had met with no success. As developments later turned out, it had approached the location within approximately one mile and inquired at a cattle ranch if there was knowledge of any large figures cut in the earth by the Indians. All inquiries were answered in the negative. Within several days the storm that had kept me on the ground at March Field had moved eastward and softened the field at Blythe to such an extent that Mr. Woodward and Dr. Van Bergan decided that it would be unsafe to allow me to come on. It was then decided to abandon the search and come out again at a later date.

In the meantime, Mr. Palmer had been contacted and another expedition was

planned. Mr. Palmer stated to me that the figures, as he remembered, were not far from the Canal intake, so I plotted a course from March Field through the San Gorgonio Pass and then directly to the Colorado River at a point twenty miles above Blythe. It was the plan to then fly up the river to Needles, and if luck had not been with me, to back track to Blythe and await the arrival of Mr. Woodward, Dr. Van Bergan and Mr. Palmer to obtain more detailed information, which I would more readily understand after having familiarized myself with the country. With the failure of the first attempt, it was agreed upon that the ground party should not start until the airplane party had cleared the field. Upon taking off, a storm could be seen brewing in the north side of San Gorgonio Pass, and I had some doubts whether or not this attempt was to prove successful. The storm increased in violence as I approached it, but I was just able to squeeze through before it closed in right down to the ground. The ground party reached the pass about one half hour after I did, and reported to me later that the storm was so violent that they almost had to use their lights, so completely had the clouds and rain blanketed out the sun.

While flying across the desert, I was overwhelmed by the futility of finding anything in this great expanse of rock and sand, but being all fired up with enthusiasm of finding records of peoples long since passed I kept searching each mesa, mountain range and sand wash, hoping that I would see and imagining that I saw caves and burial mounds. Upon approaching the Colorado River, that snake-like sea of mud and water that for countless ages has been sweeping down to the Gulf our mountains of Utah and Colorado, and cutting that stupendous crevice known as the grand Canyon, I was still filled with the doubts that had assailed me while crossing the sand and rock wastes of the desert.

Lady Luck was riding with me, however, for I had hardly made one turn to look the country over when I discovered directly below me an immense man stretched out upon the brown roof of a mesa as though he were taking a sun bath or gazing up toward his Maker. And what a thrill I got! Words can hardly express my emotion upon seeing this thing too stupendous to have ever been conceived and built by modern man; for modern man would hardly spend the effort to construct such as this way out at the end of nowhere. Upon the discovery of the large figure, I began circling, losing altitude and studying the figure. So intent was I that I did not see that there were other figures forming a triangle with a base of about one-half mile. Technical Sergeant Stephen McAlko, my photographer, motioned to me to look to one side, where I saw another figure of a man and then still another. I noticed also that there were figures of animals and of snakes. I fairly "itched" to get down and make a closer inspection of these eerie moneters.

Remembering my instructions, I then made a mental note of the surrounding terrain and began searching for a road leading into this country. I noted that the figures were on mesa-like country with washes sweeping down from the not distant mountain in between. After a search I found a road which ended not more than a mile from the figures, built by the Metropolitan Water District. I also noted that the figures were on the third mesa from the south end of the experimental infiltration canal built by the water district. With this in mind I headed south for Blythe, as it was a bit too late in the afternoon for good photographic light. After landing at the emergency field of the American Airways, I engaged the radio operator in conversation and learned of the anxious hours of waiting that Woodward and Van Bergan had put in several weeks previous. It befell my turn at waiting, for the ground party had over 200 miles of pavement, oil, sand and dirt road to travel before they could arrive and take us into town.

They did arrive well after dark and plied me with questions. What were they like? How large were they? How many were there? What were they made of? and questions on end as only an archeologist can ask them. My reply was: "Gentlemen, you will have to see them yourself. I'm hungry."

The town of Blythe was all astir, for a mixed party of ethnologists, archeologists and aviators had never crossed their horizon before. We were curious to be sure, and were treated as such. It developed that the prior visit of Messrs. Woodward and Van Bergan had stirred up considerable enthusiasm and interest, and searching parties had gone out, acting upon the meager information that we had. One party had found the figures and had dug up some pottery near the figures which luckily had been turned over to the Chamber of Commerce.

After a good night's rest, we set out early to make our ground inspection. By following the mental road map I had made, we drove the 18 miles out to the locality and soon topped the mesa and came upon the first of the three groups. I

got a thrill out of this, but it was nothing to be compared with the thrill I got upon first seeing the figures. There was some wild scamporing about, though, to find the other two groups of figures until the scientists tossed in their wet blanket of cold calculation and got out tape measure, pad and pencil and began to go to work.

The group of figures comprises three sub-groups. One figure stands alone and must be classed as a group. Another group consists of the figure of a man, a long-legged, long-tailed animal and a coiled snake-like figure. Still another group consists of a man stepping into or perchance stepping out of a large circle, an animal with long legs and tail and a coiled snake-like figure. They lie upon the mesa surface which is noticeably flat and level in positions that make them most imperceptible from a ground observer gazing not across the valley or toward some distant mountain, but up toward the heavens.

A great portion of the western deserts are made up of mountains with broad plains weeping down from their lower reaches to the sand washes through which dry streams wind and cut their way to the innumerable dry lake beds dotting the desert floor. During the greater portion of time, the deserts are dry wastes, but frequent cloudbursts and violent rainstorms dump great quantities of water upon their mountains and mesas at which time the canyons and washes are raging torrents for a while. Anyone who has witnessed one of these freshets and observed the country fairly aswim, the washes raging torrents with water sweeping large boulders down the slopes, churning and clinking them together, does not wonder for long from where the forces come that have caused the tremendous erosion of such places as the Grand Canyon. These broad plains are so gradual in slope that the tops of them are almost level and one can drive a car for miles following the tops without the aid of a road bed. For the lack of a better name I have called them mesas.

The mesas along this part of the Colorado River are formed of gravel for the most part light in color. The larger rocks forming this gravel are chiefly oval and flat in shape. The intermittent rains have washed the finer gravel and sand away, leaving only the larger rocks of from one to four inches in size exposed. Water, wind and sun have eroded and polished these rocks whose texture is light grey, blue or pink in color, until they have attained a high polish and acquired a color as though fried in deep fat. The brownish chocolate appearance of so much of our western deserts is due to this so called "desert varnish." Inquiries have been made as to the length of time necessary for this patina to form upon a rock. Some geologists estimated fifty years, and some say many hundreds of years. There is, however, in northwestern Arizona, a mine, high upon the side of a mountain, composed of light colored rock which has acquired such a great deposit of this patina that the mountain appears as though composed of black volcanic slag. The roadways up to the mine and the mine dump were built in the eighties and have not acquired this patina and appear as great yellowish scars upon the face of the mountain. From this I would deduce that it takes hundreds of years for the "desert varnish" to form.

The figures are formed by the scraping of the surface rocks away from the central portion out into wind-rows around the peripheries of the figures. This leaves the light tannish colored sand exposed, which give the figures their great contrasts in color. In forming these figures it would have been necessary to remove rocks that had acquired this patina upon their exposed surface and place them upon the wind-rows around the edges. In doing this, it hardly seems possible that the makers would have taken pains to see that only the polished surfaces were exposed. And yet all of the rocks forming these wind-rows have acquired this polish which leads one to believe that the figures have been constructed long enough for all of the rocks therein to acquire the chocolate polish. Only the figures of the men and animals have been formed by the intaglio process. The snake-like figures and the large circle have been formed by the beating down into a smooth polished surface of the surface rock. The surfaces of these figures are, in fact, so smooth that a game of marbles could be played thereon with fair success.

These large figures have been termed as pictographs, which is slightly in error. Nor are they petroglyphs. Pictographs are representations or figures painted upon some surface, while petroglyphs are symbols carved in or on some substance. As the large figures on the west bank of the Colorado are neither painted nor carved, in the strict sense of the word, they are neither pictographs nor petroglyphs, but for the lack of a better term I shall call them petroglyphs. Two of the figures of men have head dresses, consisting of wavy lines emanating from either side of the head. These lines are six in number and were formed by the beating down of the surface pebbles into smooth surfaces.

The figures of men range in size from 167 feet from head to toe with an arm spread of 74 feet to the smallest figure, the length of which is 95 feet. The torsos measure from 17 to 25 feet. Each man has an excellent representation of the mammary glands, constructed of pebbles heaped to form a triangular shaped mound. Breasts, eyes, nose and mouth were formed in proper place by placing larger rocks of a texture which would not acquire "desert varnish," brought from a nearby wash. Each man had five fingers on each hand and five toes on each foot. The knee and elbow joints were accentuated oddly as though the models from which the figures were taken were afflicted with rickets in youth. The heads seem too small for the body while the neck appears to be much too long.

It is the opinion of the author that these figures, undoubtedly of Indian origin, are ceremonial in their nature. This is borne out by the fact that they are placed upon a level mesa top and hardly discernible from the surface, looking up toward that mystic void called Heaven. If they had been made for other purposes they would have been placed upon a slope or cliff to be seen from a great distance. On top of the mesa they can be viewed in their correct perspective only from above, by the gods or, perchance, as in these modern days, by a passing aviator.

The pottery taken from one of the locations proved to be a broken vessel made up of paddle beaten pottery, similar in culture to that brought into this district from the Gila River by the Hohokam tribe about 500 A.D. The fact that the pottery was broken is significant, in that it points toward a faint clue as to the age of these petroglyphs. Indians are of a superstitious nature, and things they cannot understand immediately are attributed to the gods. Now when an Indian comes across anything he cannot understand, he makes an offering, consisting of something of value to himself. In this case probably a poor Indian - and the Indians that inhabited this district were poor - came upon these figures and, not being able to understand them and having no legend concerning them, made an offering to his gods. In this case, being a poor Indian, he offered up a broken bowl. If he had been a wealthy Indian he might have offered up a spear point, knife or whole bowl. This particular bowl was made up of what is known as thin pottery, which pottery has not been made for over 80 years. This places the age at over 80 years.

There seems to be a connection between these petroglyphs and the Mystic Indian Maze near Needles, Calif. This maze is made up of wind-rows of rock scraped from the surface rock of the foothills on the west bank of the Colorado at the point where the River shoots down through the gorge below "the Needles." Upon questioning some of the old-timers at Needles, we found that there was a large figure of a man in conjunction with this maze which had been destroyed by the railroad when the Santa Fe was put through. The maze is 80 miles north of the Petroglyphs near Blythe. If it can be attributed to the same people, this tends to prove that an extensive nation at one time lived and thrived in this region. The maze is in itself a titanic piece of work, and consists of these wind-rows of rock not more than six feet apart covering an area almost one mile square.

It was reported that there is a large figure, similar to the Blythe petroglyphs, on a mesa in the Gila country in Arizona. There is a legend handed down through the tribe and is known by the Indians in the Gila country today. The legend runs that Hääk (HÄÄK), a legendary canabalistic creature, was destroying many of the ancient Indians. A culture Hero, however, drove HÄÄK from one portion of the Pima country and, enroute to the mountains, this monster lay down for the night on a spot against the foothills, five miles north of the present Indian town of Sacaton on the Gila River. Where the monster rested, the large figure of a man was made in memory of the warriors carried away. This figure was made by scraping away the surface pebbles similar to that method used on the petroglyphs in the Colorado Mesas. This huge outline was termed "HÄÄK-VÄÄK" or HÄÄK lying down. This spot is a Pima shrine where offerings are made to this day. What these petroglyphs are, who constructed them and for what purposes are questions impossible to answer. The clues are too few and indistinct. It rests with archeologists to tie them in piece by piece to something of known origin and date. This is a stupendous task in this western country of great expanses. The archeologist on foot is practically helpless. In the air his horizon is extended many thousand fold.

It behooves us when flying cross-country to keep our eyes open for such figures as those on the Colorado. Figures of men, burial mounds, lost town sites, and buildings gone back to nature are difficult to find from the ground but loom up in a startling manner when viewed from the air. And then it is something interesting to do to study minutely the terrain one is passing over. With the popularity of flying increasing daily, it won't be long before more data is brought in and these monsters of the Colorado will not be as much a mystery as they are today.

## ARMY-NAVY STANDARDS CONFERENCE

**T**HE eighth annual Army-Navy Standards Conference was held at Wright Field, Dayton, O., Sept. 12th to 16th. The purpose of this conference is the standardization of aircraft parts, materials, equipment, and test methods used by the Army and Navy, with a view to avoiding duplication of work by the two services and the elimination of consequent expense of such duplication to the Government.

Manufacturers also take part in these conferences, and for them, through the agreements and understandings arrived at, it means a reduction of the number of jigs, dies and fixtures necessary for the articles and materials supplied. The conferences are held once each year alternately at Wright Field and the Naval Aircraft Factory. Notable progress was accomplished through the eight years of this cooperation. All through the year the standardization sub-committees of the separate services are at work, each in its own service, determining upon its own desired standards. These are presented for the acceptance of both services and for the comments of manufacturers at these meetings.

Major C.W. Howard, Chief of Engineering, Materiel Division, was in charge of the conference, assisted by Lt. D.G. Lingle and B.F. Senart. Other Materiel Division committees were represented by: Aircraft, Capt. J.G. Taylor and J.A. Roche; Electrical, Capt. D.L. Bruner, James Herr and E.R. Geisman; Materials, J.B. Johnson, G.P. Young, M.R. Whitmore and Charles Cleary; Power Plant, Capt. Clements McMullen, Lt. D.W. Watkins, Opie Chenowith, F.W. Heckert and J. B. Brelsford; Propellers, Lt. O.R. Cook and D.A. Dickey; Standard Parts, E.C. DuVal and J.L. Yost.

Lieut.-Commander R.S. Barnaby was in charge of the Navy committee, assisted by Lt. A. Sousek, Lt. G.A. Seitz, Lt. R.R. Waller, Lt. C.W. Smith, Lt. M.N. Kindell, C.L. Seward, B.H. Grant, R.S. Milne, G.P. Toews, H.J. Huester, C.S. Fliedner and J. Hardecker. All Navy members were from the Bureau of Aeronautics, Washington, D.C.

Dr. W.G. Brombacher from the Bureau of Standards attended. Mr. C.H. Helms represented the National Advisory Committee for Aeronautics and Mr. S.W. Crosthwaite the Department of Commerce. Representatives of more than fifty manufacturing concerns from all over the country were present.

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## MARCH FIELD TO EXHIBIT AT LOS ANGELES COUNTY FAIR

The Los Angeles County Fair, held at Pomona, Calif., famous for its unique and wonderful display of every known craft as well as of agricultural products, has extended an invitation to March Field for an exhibition of aeronautical equipment similar to that shown at the Riverside County Fair in past years, which has attracted wide attention and much favorable comment. As the attendance at this fair exceeds over a quarter of a million, and reservation for the March Field Exhibit was made in a very prominent place, an elaborate display is being planned pending receipt of War Department authority. A Boeing Pursuit plane, radio equipped, with machine guns and bombs mounted, will be the feature display. Among the other features exhibited will be included the following Air Corps equipment: an open parachute, oxygen apparatus, camera and photographic display, several types of bombs and the new winter flying equipment.

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## GOOD WILL AVIATORS INSPECT RANDOLPH

Cpts. A.B. Strickland, James A. Mollison and Lt. David M. Schlatter, of Randolph Field, escorted three Cuban Army "Good Will" flyers from Brownsville, Texas, to Randolph Field. The visitors made a tour of the various Army posts in the vicinity of San Antonio. Members of the "Good Will" Flight were Captain Mario Terres, Executive Officer of the Cuban Air Corps; Lieuts. Pablo Alonzo and Rodolfo Herrera, members of a Cuban Pursuit squadron, and their mechanics. They flew Vought-Corsair airplanes. Following an inspection tour of Randolph Field, they were the guests of Brigadier-General Charles Danforth, Commanding General of the Air Corps Training Center. Several days later they visited Major-General Edwin B. Winans, Commanding General of the Third Army, with headquarters at Fort Sam Houston, and toured that post.

The "Good Will" flyers departed on the morning of Sept. 24th for Dallas, where they refueled while enroute to Fort Leavenworth, Kansas. They planned to visit Wright Field, Dayton, Ohio, and Washington, D.C., before returning to Cuba.

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Three members of the Military Affairs Committee, House of Representatives, arrived by airplane at Randolph Field for an inspection of the Army posts in the vicinity of San Antonio. They were the Hon. John A. McSwain, of South Carolina, Chairman of the Military Affairs Committee; the Hon. Jack Johnson, of Oklahoma; and the Hon. John N. Sandlin, of Louisiana. Lieut. Harry A. Halverson flew the airplane in which these Representatives are making the trip.

## SELFRIDGE FIELD TO SAN DIEGO IN 15 HOURS

Conducting a combined avigation training and equipment test flight, a formation of six Berliner-Joyce (P-16) two-seater Pursuit planes of the 94th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., recently completed a flight to and from the West Coast. Capt. A.B. Ballard commanded the flight. The other pilots were Lieuts. O'Donnell, Warburton, Tellman, McCoy and Blanchard.

Leaving Selfridge Field at 4:00 a.m., Sept. 16th, the flight arrived at Rockwell Field, San Diego, Calif., 18 hours and 15 minutes later, with a total of 15 hours' flying time. Stops for gasoline were made at Scott Field, Belleville, Ill.; Post Field, Fort Sill, Okla.; Biggs Field, El Paso, Texas, and Tucson, Ariz.

On the return trip, which began Sept. 18th, the flight spent the night at El Paso and returned to Selfridge Field the following day. On the last leg from Scott Field to Selfridge Field, the 470 miles were covered in two hours and 30 minutes, an average speed of about 183 miles per hour. The air line distance through the refueling stops is 2,150 miles from Selfridge to Rockwell Field.

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## 20TH SQUADRON INSPECTS PRATT AND WHITNEY PLANT AT HARTFORD

Capt. Robert T. Cronau, Commanding Officer of the 20th Bombardment Squadron, Langley Field, Va., led a flight of 8 Keystone Bombers, manned by 15 officers and 22 enlisted men, to Hartford, Conn., where a visit was paid the Pratt and Whitney Motor Plant. Enroute to Mitchel Field, which was to have been the first stop of the Squadron, the flight encountered a heavy fog in the vicinity of the Maryland Eastern Shore, and the landing was made at the excellent airdrome at Princess Anne, Md., where the Squadron had spent two weeks on Air Corps maneuvers during the month of June. After 2½ hours, the leading plane managed to get a weather report by radio to the effect that the fog was lifting, and the flight took off again and headed for Mitchel Field. On Long Island, a thick haze was encountered and the visibility was limited to about 300 yards. Some "circling around" had to be done before Mitchel Field was picked up. After landing, it was too late, also too foggy, to proceed on to Hartford, and the flight remained overnight at Mitchel.

On Sept. 24th, the Squadron took off again, landing at East Hampton, the final destination. An inspection of the Pratt and Whitney Motor Plant was made by the Squadron personnel, which proved unusually interesting and educational. The Company entertained the Squadron at a very enjoyable luncheon. Upon completion of the inspection, the flight headed back to Mitchel Field, where the night was spent, and returned to Langley Field the following morning.

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## MODEL AIRPLANE CONTEST AT MARCH FIELD

More than 100 youngsters from all sections of Southern California congregated at March Field, Riverside, Calif., on Sept. 22nd, for a model airplane contest, held under the auspices of the Riverside Model Airplane Club. The contest was divided into speed, duration and novelty classes. The speed contest was won by Thomas Scully, whose entry flashed the official distance, 76 feet, in 1.20 seconds, a speed of over 43 miles per hour. Casualties in the speed contest were extremely high. Youthful builders spent weeks building a single model, correct in every detail, only to see it crash the first time it was sent into the air. Some of the planes, however, stood the battering and came back into the contest for second and sometimes third trials.

John Berg, of Los Angeles, won the duration contest by a time of 16 minutes and 38 seconds. One plane, which attracted wide attention in the novelty contest, carried a parachute which it released while moving along under the power of its "rubber band" motor. The tension of the power rubber, as it unwound, permitted a rubber band, which controlled the parachute trap pin, to tighten, and as it did so, the pin which held the door shut was withdrawn and a little parachute with a 10-inch spread was released. Another plane laid a smoke screen. The smoke maker was in the nature of a firecracker. It was attached to the bottom of the plane and the fuze was lighted before the plane was launched.

Second Lieut. James M. Troweek was in charge of arrangements and judging of the contest, and later presented the trophies and awards to the successful entrants at one of the Riverside theatres.

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Second Lieut. Winslow C. Morse won for the 95th Pursuit Squadron, March Field, Calif., its second consecutive victory at the National Gunnery Matches at Langley Field, Va. Last year's representative of the Squadron was 2nd Lieut. D.D. Graves, who started a tradition of victories which the 95th Squadron believes it can maintain. Lieuts. J.H. Bundy and Joe L. Loutzenheiser took second and fourth places, respectively, for March Field. The 7th Bombardment Group of March Field was represented by Lieuts. Shelly and Simmons, who took second place in the bombing matches; Captain H.D. Smith and Lieut. B. Walsh, who took fourth place, and 2nd Lieuts. Farman and Mills who took fifth place.



# Gunnery And Bombing

Bob Fitzgerald

THE MACHINE GUN AND BOMBING MATCHES OF 1932  
By the Langley Field Correspondent

The 1932 matches held at Langley Field, Va., ninth of a series of annual events inaugurated in 1924, were completed here on September 14th, with highest scores yet attained in this annual Air Corps classic. Only three days were required to bring the events to a close. Excellent weather, as well as the facilities afforded by the use of the new high altitude bombing range and gunnery range at Plum Tree Island, made it possible to terminate the matches in this very short time. These ranges were acquired ten years ago, but were only recently developed and put to the use for which originally obtained.

Bombardment, Pursuit, Attack and Observation Squadrons from nearly all Air Corps stations within the United States were represented in the Matches by pilots or observers who had proven their superb marksmanship in the record practice conducted at their respective stations. Forty-two contestants were entered from Langley, Selfridge, March, Scott, Mitchel, Mather, Crissy and Brooks Fields and Fort Crockett. The results of the matches indicate, in a final analysis, marked improvement over the scores of previous years, except in the Bombers' match the contrast was not as great. The comparison tends to reflect the improvement in the tactical training and efficiency of the units represented. The matches this year, as in recent years, were classified as Match I, Pursuit Pilots; Match II, Attack and Observation Pilots; Match III, Observers, and Match IV, Bombers. In the first stage of competition, excellent scores were reported by two of the three Langley Field teams entered. These two teams comprised Captain Eugene L. Eubank, pilot, and 1st Lieut. Charles W. O'Connor, bomber, and 2nd Lieut. Wm. B. Offutt, pilot, and 2nd Lieut. Joseph J. Ladd, bomber. The former team finished the event of the day with a score of 980 out of a possible 1,000 points. The latter team trailed one point behind with a score of 979.

The March Field team, consisting of Lieuts. Shelly and Simmons, finished a close third in this event of bombing from 8,000 feet altitude. In the final analysis of the bombing match, the positions were somewhat reversed as a result of the bombing from 5,000 feet. In changing positions, Lieuts. Offutt and Ladd became winners of the match with a score of 1932. The March Field team from the Pacific Coast, as runners-up, finished with a score of 1920, while the Eubank-O'Connor team finished third with 1872 points. This last team, however, set a record for other bombers to shoot at, in one phase making a perfect score on a string of five bombs dropped from 5,000 feet - known in match parlance as Phase I of Event VI.

In Match III, Captain William B. Mayer, of Brooks Field, led a field of ten Observation pilots in the first day's firing with a score of 735 points, but finished in third place on the last day. Lieut. P.D. Jacques, of the 99th Observation Squadron, Mitchel Field, won this match with a score of 1024 points, second place going to Lieut. J.M. Thompson, of the 88th Observation Squadron, Brooks Field, with a score of 976 points.

Second Lieut. R.O. Cork, 5th Observation Squadron, Mitchel Field, set the pace in the low-altitude competition of Match II on the opening day by scoring 198 out of a possible 250 points. Lieut. Charles G. Goodrich, likewise from the 5th Observation Squadron, trailed second with a score of 197 points, but took the lead on the last day to capture the Observation and Attack Pilots' match, completing the course with a total score of 962 out of a possible 1750 points. Lieut. W.W. Messmore, of Brooks Field, one of the early leaders in this match, dropped to sixth place, meeting his Waterloo in the finals.

Of the West Coast entrants from March Field, Lieut. W.C. Morse, 96th Pursuit Squadron, carried off the laurels in the Pursuit Pilots' matches over a field of nine entrants, with a score of 1014 points out of a possible 1750. Second place

went to 2nd Lieut. J.H. Bundy, of the 17th Pursuit Group, with a score of 970 points, while third place went to Lieut. M.J. Coutlee, 80th Service Squadron, Mather Field, who finished with 867 points. The Westerners carried away all honors in this Pursuit gunnery classic.

It is interesting to note the improvement made in scores this year over those of the 1931 matches. In comparing the results, an analysis will be made, starting with Match No. I. In the Pursuit Pilots' match, Lieut. W.C. Morse, with a score of 1014, captured this year's honors, his mark being well over that of Lieut. D.D. Graves, of Rockwell Field, who was the winner last year with a score of 849.5. Lieuts. Bundy and Coutlee, in finishing second and third with respective scores of 970 and 867, exceeded last year's winning mark of 849.5.

In Match II, Lieut. Goodrich, with his score of 962 in the Observation and Attack Pilots' match, exceeded last year's winning score by Lieut. Irving R. Selby, of Scott Field (671.8) by a considerable margin. Of the eleven entrants in this year's match, the first six finished with scores higher than did last year's winner. Lieut. Meisenholder, who placed seventh, was within two points of the score made by Lieut. Selby last year. Lieut. Goodrich's score showed an increase of 43% over last year's score.

In Match III, Lieut. Jacques headed a group of ten contestants for Observers honors, finishing with a total score of 1024 points, as compared with Lieut. John K. Poole's score of 657.7, made in the 1931 matches. This was an increase of 56% over the winner's score in the 1931 matches. The first seven entrants this year finished with scores well above that of last year's winner.

In Match IV, the Bombers gained only 38 points over the winner of last year. Lieut. Burnside, as Bomber, won this event in 1931 with 1894 points. The percentage increase is only two, but as the possible score is 2,000 points, it can be readily seen that any more marked improvement would obviously necessitate increasing the competitive score requirements for this match.

Under the rules of the Matches, five winners in the various contests are eligible for the Distinguished Aerial Bomber and the Distinguished Aerial Gunner ratings. These ratings will be awarded to Lieut. Morse, winner of the Pursuit Pilots' Match; Lieut. Goodrich, winner of the Observation and Attack Pilots' Match; Lieut. Jacques, winner of the Observers' Match, and to Lieuts. Offutt and Ladd, winners of the Bombers' Match.

Mitchel Field may well be proud of having won two of the four matches, the remaining two having been divided between the West Coast entrants from March Field and the East Coast entrants from Langley Field.

Captain A.M. Guidera functioned as Executive Officer. He was assisted by a staff of some twenty odd officers of Langley Field, among whom were Captains W.H. Reid, Operations Officer; L.A. Lawson, Statistical Officer; P. Melville, Range Officer; J.A. Wheeler, Ordnance Officer; M. McCune, Engineering Officer, 1st Lieut. J.C. Hodgson, Adjutant, and their respective assistants.

As stated by the Langley Field Correspondent, the Annual Machine Gun and Bombing Matches were started at that field in the year 1924. As a matter of interest as well as reference, it may be well to record the winners of the various events constituting the Matches from year to year, as well as the scores. This information is tabulated below, viz:

<u>Machine Gun Firing:</u>	<u>1924</u>						<u>Total Aggregate</u>
	<u>Individual Fixed Gun</u>		<u>Individual Flexible Gun</u>		<u>Combined Fixed and Flexible Guns</u>		
	<u>Targets</u>		<u>Targets</u>		<u>Targets</u>		
	<u>Ground</u>	<u>Tow</u>	<u>Fixed</u>	<u>Tow</u>	<u>Ground</u>	<u>Tow</u>	
1st Lt. W.R. Carter*	561	284	339	883	204	1189	6094
1st Lt. H.C. Minter**	531	250	105	919	143		
<u>Bombing:</u>	<u>Score 5,000 ft.</u>		<u>Score 8,000 ft.</u>				<u>Total</u>
2nd Lt. Harry J. Brady, Bomber	765		745				1510
2nd Lt. John A. Collins, Pilot							

<u>Pursuit Pilots' Match:</u>	<u>1925</u>				<u>Total</u>
	<u>Individual Fixed Gun</u>		<u>Individual Fixed Gun</u>		
	<u>Ground</u>	<u>Target</u>	<u>Tow</u>	<u>Target</u>	
2nd Lt. R.W. Douglass	560		177		737

\* Pilot, \*\* Bomber.



1925 (Continued)

Low Altitude Bombing:

1st Lieut. H. G. Crocker - Score 115.

<u>Attack and Observation Pilots:</u>	Individual		Combined Fixed and		<u>Total Score</u>
	Fixed Gun		Flexible Guns		
	<u>Targets</u>		<u>Targets</u>		
	Ground	Tow	Ground	Tow	
1st Lieut. W. R. Carter	441	221	426	612	1700

<u>Attack and Observation Observers:</u>	Individual		Combined Fixed and		<u>Total Score</u>
	Flexible Guns		Flexible Guns		
	<u>Targets</u>		<u>Targets</u>		
	Ground	Tow	Ground	Tow	
1st Lt. J. T. Curry	108	460	426	612	1606

PURSUIT PILOTS' MATCH

<u>Year</u>	<u>Winner</u>	<u>Possible Score</u>	<u>Actual Score</u>
1926	2nd Lieut. L. M. Merrick	1525	730
1927	Captain H. M. Elmendorf	1525	902.1
1928	2nd Lieut. J. J. Williams	1525	765.4
1929	1st Lieut. Charles G. Percy	1600	775.7
1930	2nd Lieut. A.T. Johnson	1750	807.8
1931	2nd Lieut. D.D. Graves	1550	849.5
1932	2nd Lieut. Winslow C. Morse	1750	1014.

OBSERVATION AND ATTACK PILOTS' MATCH

<u>Year</u>	<u>Winner</u>	<u>Possible Score</u>	<u>Actual Score</u>
1926	2nd Lieut. E.E. Partridge	1525	646.
1927	2nd Lieut. E.E. Partridge	1525	656.6
1928	2nd Lieut. E.E. Partridge	1525	627.8
1929	2nd Lieut. E.A. Sanborn	1600	902.5
1930	2nd Lieut. J.W. Sessums	1750	803.9
1931	2nd Lieut. Irving R. Selby	1350	671.8
1932	2nd Lieut. Charles G. Goodrich	1750	962.

OBSERVERS' MATCH

<u>Year</u>	<u>Winner</u>	<u>Possible Score</u>	<u>Actual Score</u>
1926	2nd Lieut. H.C. King	1164	197.
1927	1st Lieut. James E. Parker	1164	253.
1928	1st Lieut. O. J. Bushey	1067	175.5
1929	2nd Lieut. J.N. Jones	1940	594.
1930	1st Lieut. C.W. Lawrence	1940	678.
1931	2nd Lieut. J.K. Poole	1940	657.5
1932	2nd Lieut. P.D. Jacques (Res.)	1940	1024.

BOMBERS' MATCH

<u>Year</u>	<u>Winner</u>	<u>Possible Score</u>	<u>Actual Score</u>
1926	1st Lieut. E.E. Harmon (Pilot)	1600	1472.
	1st Lieut. Harold L. George (Bomber)		
1927	1st Lieut. W. T. Larson (Pilot)	1600	1519.
	2nd Lieut. H.C. King (Bomber)		
1928	1st Lieut. J.F. Whitely (Pilot)	1600	1537.
	1st Lieut. Wm. M. Lanagan (Bomber)		
1929	2nd Lieut. M.M. Burnside (Pilot)	2000	1867.
	2nd Lieut. A.H. Johnson (Bomber)		
1930	2nd Lieut. Clifford P. Burton (Pilot)	2000	1756.
	2nd Lieut. A.E. Duke (Bomber)		
1931	1st Lieut. Robert T. Cronau (Pilot)	2000	1894.
	2nd Lieut. Merrill D. Burnside (Bomber)		
1932	2nd Lieut. Wm. B. Offutt (Pilot)	2000	1932.
	2nd Lieut. Joseph J. Ladd (Bomber)		

BOMBERS' MATCH (Lighter-than-Air)

<u>Year</u>	<u>Winner</u>	<u>Possible Score</u>	<u>Actual Score</u>
1926	1st Lieut. A.I. Puryear	800	776.

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With the recent promotion of 1st Lieuts. Harold A. Moore (Instructor, Observation Section), Odas Moon (Instructor in Bombardment), and John A. Laird (Post Exchange Officer), the number of Captains on duty at the Advanced Flying School, Kelly Field, Texas, was increased to 18.

## LANDSCAPING AT WHEELER FIELD



SEVERAL issues ago, says the Wheeler Field Correspondent, we made note of the landscape of the new quarters at Wheeler Field. We give you here-with a full report:

Where some 70 new concrete houses stood bleakly early this spring amid the bare red dirt plains of Wheeler Field, young trees and more than 5,000 shrubs on well-kept green lawns now surround these same houses. The result is largely due to the efforts of Captain Donald G. Stitt, Air Corps, who is in charge of the work and who previously had charge of the landscape garden-ing of the Air Corps quarters at Fort Sill and at March Field.

Knowing Captain Stitt's experience, Major Ernest Clark, commanding the 18th Pursuit Group, assigned him in charge of landscaping at the very beginning of the Air Corps occupancy of their new areas at Wheeler Field, which include not only 72 sets of officers' quarters and 44 sets of noncommissioned officers' quarters, but also the new hangar and shop area. The grass lawns were planted by the contractors prior to the acceptance of the buildings by the government. Trees, shrubs and flowers, however, were totally lacking when the buildings were turned over. To remedy this, Captain Stitt procured from the Territorial Department of Agriculture and the Hawaiian Sugar Planters' Association some 2500 shrubs and young trees. These were set out, together with an equal number raised in the Wheeler Field nursery. Five thousand are now on hand in the nur-sery, for use in planting new areas and in repaying the Territory and the Hawaiian Sugar Planters' Association for shrubs obtained from them.

About 35 various shrubs have been put around each set of officers' quarters. A general scheme of planting was followed, to insure a harmonious effect, yet sufficient variation was made to give each set of quarters an individuality of its own. Among flowering trees, the peltosperum, with its yellow spikes of flowers; the cassias of different variety and color; the blue flowering jacaran-da; the purple blooming bauhinia; the tulip and the poinciana were used freely. In addition, three or four fruit trees were planted for each set of quarters, in-cluding alligator pears, mangos and figs.

Macadamia nut trees are also being raised in the nursery. Captain Stitt transplants his young trees from small cans to those of gallon size, in which they can be raised until older than the seedlings usually put in the ground in their permanent location. The larger seedling trees, when set out, are less liable to injury than the smaller ones taken directly from the little cans.

The planting work on the officers' and noncommissioned officers' residential areas consumed three months. Work on planting around the hangars and barracks will not be undertaken until the buildings are ready for occupancy, largely be-cause of the difficulty in watering and culture of the plants. However, with the necessary plants ready at hand, the actual planting will be quicker than in the case of the areas already completed, where shrubs and trees had to be raised or procured from outside sources.

Some difficulty was experienced at first because house occupants desired to obtain immediate effect and set out in a hit-or-miss fashion plants they had ob-tained individually. This has been corrected, however, and as the systematic landscaping progressed the effect resulted in great satisfaction to Wheeler Field residents.

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## FIELD EXERCISES AT SELFRIDGE FIELD

With a view of determining the feasibility of Pursuit Organizations moving into the field and operating for a short period of time without the assistance of motor trucks or other ground transportation, a series of problems are being conducted in this command.

On Sept. 23rd, the 17th Pursuit Squadron, with 20 pilots, flew to Harbor Beach, Mich., 35 miles north of the field on Lake Huron. Forty-one men and all the necessary supplies for pitching camp were carried by four transports to Harbor Beach. Pyramidal tents were used exclusively, and it was determined that eight men could occupy these tents without undue crowding. It was necessary for the transports to make several trips, but it was well established that eight or ten transports could carry all necessary supplies and mechanics for a Pursuit Squadron. Three meals were prepared in the field.

On September 24th, the Squadron flew across Saginaw Bay to Oscoda, where they engaged in combat firing, returning thereafter to their base at Harbor Beach. It is believed that 40 men would be sufficient for a few days' operation, but for a period of two weeks or more it would be necessary to double that figure.

It is planned to send each squadron to various points to establish camp with a view to having a Group camp at a later date.

## GRADUATION OF STUDENTS FROM ADVANCED FLYING SCHOOL



OCTOBER 14th was tentatively set for graduating the present class at the Air Corps Advanced Flying School, which is the fourteenth class that has been trained under Plan "B," viz: eight months at the Primary Flying School and four months at the Advanced Flying School. Of the 107 students who are scheduled to receive their diplomas as full fledged aviators, the rating of "Airplane Pilot" and the much coveted wing insignia, 45 are commissioned officers of other branches of the Regular military establishment, who will be eventually transferred to the Air Corps; one is an officer of the Guatemalan Army, 56 are civilians training under the status of Flying Cadet, and 5 are enlisted men of the Air Corps who, while undergoing training, retained their status as noncommissioned officers. It may be stated, incidentally, that hereafter, under the new Air Corps policy, all enlisted students will undergo their flying training under the status of Flying Cadet, the same as civilian students. The civilian and enlisted students in this class will be commissioned 2nd Lieutenants, Air Reserve. Only the civilian graduates will be placed on extended active duty with Air Corps organizations. None of the enlisted graduates accepted active duty under their Reserve commissions, for this would have made it necessary for them to relinquish their noncommissioned status in the Air Corps.

This class was the first one to begin training at the new Air Corps Training Center at Randolph Field, and it reaped the benefits of the superior facilities afforded at this ideal flying school. All of the student officers are graduates of the United States Military Academy, West Point, N.Y., Class of 1931, except 2nd Lieut. Charles T. Arnett, who graduated in 1929. With the graduation of Flying Cadet Carl Homer Eaker, the Air Corps will be represented by two officers of that name, this young man being the brother of Captain Ira C. Eaker, veteran Army pilot. One of California's native sons, Cadet Dolph E. Muehleisen, University of California graduate, has made a name for himself in the tennis world.

According to the Kelly Field Correspondent, the class finished its ground school instruction on September 26th, after which the maintenance cross-country flights were scheduled, tentatively, pending approval of itinerary. Bombardment students were to make two flights, the first scheduled for Sept. 28th, and the second for October 5th, with the following itinerary: Kelly Field to Dallas, to El Paso via Midland, and return to Kelly Field via Marfa, Texas. The scheduled itinerary for the Observation Section, also divided in two sections, was: Sept. 28th, 1st flight; October 5th, 2nd flight - Kelly Field to Fort Sill, Okla., via San Angelo; to El Paso, via Lubbock, and return to Kelly Field, via Marfa and Dryden, Texas. The Attack students were to compose one flight, departing on Sept. 30th from Kelly Field to Dallas; to El Paso via Fort Worth, Sweetwater, Carlsbad; and return to Kelly Field. The Pursuit Section, also to be divided into two flights, the first departing Sept. 30th and the second October 7th, were to proceed from Kelly Field to Fort Sill, via Dallas and Muskogee; then to El Paso, the first flight via Lubbock and Midland and the second flight via Amarillo and Roswell, both returning to Kelly Field via Marfa, Dryden and Fort Clark.

The student officers, scheduled to graduate October 14th, are listed below:

### Second Lieutenants

Arnett, Charles T.	Eaton, Robert E.L.	Miller, Paul G.
Arnold, Milton W.	Feagin, John A.	Mooney, Henry K.
Beebe, Royden E., Jr.	Fulton, Robert F.	Moore, Ernest
Bell, William J.	Gordon, John C.	Motherwell, David N.
Blake, Gordon A.	Griffith, Russell H.	Muenther, Hilbert F.
Bowman, Wendell W.	Guenther, Louis A.	Skeldon, John R.
Callahan, Daniel F.	Hartman, George F.	Smart, Jacob E.
Carlmark, Carl W.	Helms, John T.	Strother, Dean C.
Carlson, Gunnard W.	Hockenberry, Earle W.	Stunkard, Robert A.
Carroll, Joseph F.	Hutchison, David W.	Timberlake, Edward J.
Damberg, Carl F.	Kerwin, Arthur R., Jr.	Williams, Gerald E.
Densford, Charles F.	Kunish, Lester L.	Williams, Hoyt D.
Dougher, Charles B.	Lee, Robert M.	Wise, Richard H.
Duffy, Marcellus	Lester, Raymond T.	Yates, Donald N.
	McVea, A.L.	Young, Millard C.

War Department orders recently issued assigned the above named officers to various Air Corps stations, as follows: To Brooks Field, Texas - 2nd Lt. John A. Feagin; To March Field, Calif. - 2nd Lts. Wendell W. Bowman and John T. Helms; To

Barksdale Field, Shreveport, La.: 2nd Lts. Blake, Carlson, Kerwin, Kunish, Lee, Mooney, Moore, Motherwell, Strother and Arnold; To Hawaiian Department - 2nd Lts. Beebe, Carlmark, Carroll, Densford, Dougher, Eaton, Gordon, Griffith, Guenther, Muentner, Skeldon, Stunkard, Timberlake, Williams (Gerald E.), Wise and Yates; To Panama Canal Department.- 2nd Lts. Damberg, Fulton, Miller, Arnett, Bell, Smart, Callahan, Duffy, Hartman, Hockenberry, Hutchison, Lester, McVea, Hoyt D. Williams, Young.

The Flying Cadets who, upon graduation, will be assigned to extended active duty under their reserve commissions, are:

Amorous, William W.	Ford, Vincent	Muehleisen, Dolph E.
Bird, A.J., Jr.	Furlow, James W.	O'Hara, Byron G.
Bogen, William L.	Gavin, Edward M.	Oppenheim, Russell I.
Caldara, Joseph D.	Gebelin, John, Jr.	Fettigrew, Bruce C.
Claassen, Clayton B.	Gephart, Laurel J.	Plummer, Everett C.
Collier, Claire E.	Glasgow, Marvin C.	Renshaw, Harry N.
Combest, William L.	Halvorson, Lars	Rogers, Craven C.
Cooper, Marcus F.	Harmon, Harold D.	Rutherford, Stuart E.
Corley, Quinn M.	Harris, Lester S.	Shedd, Morris H.
Cowing, Charles A.	Henderson, Richard W.	Sindo, William J.
Crutcher, Harry, Jr.	Hutchinson, Donald R.	Skaer, Arthur H., Jr.
Darnell, Cecil	Johnson, Earl D.	Stophlet, Richard B.
Dittrich, Charles M.	Joyce, Edwin A.	Stouff, Charles W.
Doole, George A., Jr.	Kelley, Joseph J.	Sweetser, Luther W., Jr.
Ducrest, James R.	Kleinoeder, Leonard F.	Tibbs, Orville
Eaker, Carl Homer	Lesesne, Charles H., Jr.	Vavrina, Richard F.
Eisenmann, Samuel B.	Manchester, Horace H., Jr.	Wackwitz, Donald N.
Fator, Jephtha W.	Miller, Clark L.	Wood, Clyde H., Jr.
Flower, Scott, Jr.	Meyers, Frank N.	

The enlisted graduates who will resume their duties with Air Corps organizations under their noncommissioned grades, but with a flying rating to their credit and a commission as 2nd Lieut. in the Air Reserve, are:

Staff Sgt. Charles C. Cuning	Staff Sgt. Arthur Hanson	Mr. Sgt. Julius A. Kolb
Staff Sgt. Ancel L. Lovvorn	Tech. Sgt. Raymond A. Stockwell.	

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#### MORE CAPTAINS FOR THE AIR CORPS

It is assumed that, for some time to come, at least 17 Air Corps officers will no longer participate in the popular indoor sport of closely scanning the promotion list and indulging in dubious speculations as to when the time will come when they can add another silver bar to their insignia of rank or rub the gold off the solitary bar they will still continue to wear. War Department orders recently issued announced the promotion of 17 Air Corps officers - 12 to the rank of Captain and 5 to that of 1st Lieutenant, all with rank as of October 1, 1952. Those promoted to Captain are: 1st Lieuts. Harold F. Rouse, Thomas L. Gilbert, James D. Givens, William C. Farnum, Charles M. Cummings, William Turnbull, Joseph W. Benson, Frederick D. Lynch, James A. Woodruff, Lester J. Maitland, William W. Welsh and Arthur I. Ennis. The second lieutenants promoted are Herbert C. Lichtenberger, Arthur J. Lehman, Oscar F. Carlson, George E. Henry and Richard D. Reeve.

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Albrook Field was the scene of the first parachute activity in Panama for many years. Five parachute men from the Parachute Department, France Field, packed their 'chutes on the Atlantic coast and traveled by air to the Pacific shore to perform the jumps. "It is believed," says the News Letter Correspondent, "that this is the first time parachute jumps were accomplished at the end of a transcontinental flight." To Corporal H.G. Stollard, 63d Service Squadron, goes the honor of being the first man to make a parachute landing on Albrook Field. He was followed by Privates John C. Sherer, Henry H. Bibb, Harold McCaw, George W. McLain, Jr., The airplane, a Ford C-9, was piloted by 2nd Lieut. F.H. Smith, Jr. Parachute Officer, France Field. Master Sgt. Wilson was charged with the spotting.

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A new class of students from the Primary Flying School, Randolph Field, consisting of 3 officers, 87 flying cadets and 5 enlisted men, reported to Kelly Field for advanced training on October 10th.

## AIRMEN LOCATE PARTY LOST IN HAWAIIAN MOUNTAINS



GOLDEN opportunity for hedge-hoppers presented itself early in August when a hurry call for assistance in locating a lost Infantry party came in at Wheeler Field, T.H. As part of their training program, several officers and men were crossing the formidable Koolau Range.

After they had been overdue many hours, the help of the Air Corps was requested. By the time the original lost party had been located, two more, which had been sent out to rescue it, were reported lost. The search by air went on sporadically for several days, the airmen being rendered almost helpless at times by the clouds and mist which hovered continuously over the Koolau Range. That the Air Corps did materially aid in the rescue work and that their efforts were appreciated was evidenced by the letter of commendation written by the Infantry and forwarded to the officers who flew on these missions.

Major J.P. Vachon, 19th Infantry, Schofield Barracks, T.H., addressed the following letter to the Commanding Officer, Wheeler Field:

"The party of the 19th Infantry which crossed the Koolau Range via undefined trails from July 29th to August 1st, 1932, wishes to express their appreciation of the efforts of the Air Corps to locate them when they were unduly delayed.

The exploits of the Squadrons during the Army and Navy maneuvers aroused our enthusiasm for the air service, but the personal risks taken by individual aviators in flying through the clouds, over the mountains, and in gulches without visibility, stimulated our party to greater efforts in moving with observation to and from gulches, and thereby placed it in a favorable position when the sun appeared on the morning of August 1st. On this date, the airplanes were directly over the members of the party still in a pocket and were first to report their location.

It is requested that this be communicated to the individuals concerned."

Those who participated in the search by air were Lieuts. Sloan, Craw, Fink, Rodieck and Stribling, pilots; Lieuts. Woodbury and Napier, observers.

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## 96TH SQUADRON BOMBER CHRISTENED AT PITTSBURGH

Captain J.F. Richter, Commanding Officer of the 96th Bombardment Squadron, Langley Field, Va., led a flight of nine Keystone Bombers to Pittsburgh, Pa., on Saturday, Sept. 17th, where the Squadron participated in the christening of one of their bombers, "The Pittsburgher."

The Squadron took off at 8:00 a.m., in javelin formation, which was later changed to a clover leaf which proved more comfortable for a long trip. After battling a strong head wind for four hours, the Squadron landed at the Allegheny County Airport. Bomber #167, the one to be christened, was placed right in the middle of the line and in front of the speaker's stand.

At 4:45 p.m., the ceremonies got under way. County Commissioner C.C. McGovern, in a short address, welcomed the Squadron to the airport. Captain Robert Olds, 2nd Bombardment Group Operations Officer, presented Bomber #167 to Thomas Dunn, President of the Pittsburgh Chamber of Commerce. Janice Bazley, two-year old daughter of Holsey R. Bazely, director of the Airport, christened the ship "The Pittsburgher," in a very charming manner, making a worthy sponsor.

With the christening ceremonies completed, the Squadron took off, flew over the city, and staged a mimic attack on the bridges leading into Pittsburgh. After theoretically demolishing the bridges, the Squadron flew back to the airport and indulged in tactical formations for a 30-minute period. A dance in honor of the Squadron at the Penn McKee Hotel proved a huge success.

At 1:45 p.m., Sunday, the 96th headed for home and, after circling the field for 15 minutes, headed for Langley Field, making the trip in the fine time of three hours and forty minutes.

The following officers made the flight: Captains Richter, Olds, Lundberg, Col. Cooper, M.C., Lieuts. Bisson, Cuno, Hillery, McDarment, Riley, DeLong, Young, Kilpatrick, Montgomery, Horvath, Ryan, Ladd, Patrick, Sprunger, Powers and Waddell. Nine enlisted mechanics accompanied the flight.

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Just prior to the christening flight, Captain Richter received a letter which goes to show another of the many and varied uses in which Bombardment Aviation can be employed. This letter was copied verbatim, except that names of places

and persons were omitted for the protection of Mr. \_\_\_\_\_ who wrote the letter, and which reads as follows:

"Pittsburgh, Pa.

To Colonel of Capt.,  
96th Bomb. Sgdn.  
Langley Field, Va.

Honorable Sir:- I see by today issue of a daily paper called the Post Gazette you are going to come this way for maneuvers. Now listen, in case you get this in time, I will give you a chance to do some actual bombing. If you want to blow some moonshiners out of a hollow and blow a ledge of rock out - go to \_\_\_\_\_ County, XC, and on \_\_\_\_\_ River look at maps and see 6 mi run (ledge of rocks at corner of hill) and up about half mile is \_\_\_\_\_ creek. (moonshiners) Above that is \_\_\_\_\_ Hill - also look for \_\_\_\_\_ Hill. These shiners are there for over four years. I was driven off land or be shot. Am part owner of land, so go to it.

P.S. No use to say see the regular authorities. Should be bombed after 5 P.M. 2 or more 500 gal. stills. Get busy.

Signed \_\_\_\_\_ "

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#### ANTI AIRCRAFT ARTILLERY IN CAMP AT SCOTT FIELD

Reversing the former practice of Air Corps organizations proceeding to military posts occupied by troops of other branches of the service for the purpose of conducting tactical problems, the 61st Coast Artillery (Anti-Aircraft) Regiment, comprising 15 officers, 242 enlisted men and 55 motor vehicles, under the command of Lieut.-Colonel J.A. Green, recently moved to Scott Field, Ill., where, until October 20th, in cooperation with the 15th Observation Squadron, it will engage in searchlight drills and other maneuvers. The practice drills at Scott Field will not include firing, but there will be contests between the aircraft and artillery searchlights. A field of operations in the form of a triangle has been selected, the points of the triangle being Lebanon, Freeburg and Okawville. The planes will try to reach Lebanon from Freeburg and Okawville without being detected by the searchlights. The lights have a range of five miles, and each has a candle-power of eight hundred million.

The 61st Coast Artillery Regiment, which is stationed at Fort Sheridan, Ill., marched to Scott Field via Chanute Field, Ill., and Effingham, Ill., making overnight stops at these two points. While at Scott Field the Regiment is quartered in tents in the area east of the airship hangar. Arrangements for this unusual cooperative training session at an Air Corps station were made by Major-General Frank Parker, Commanding the 6th Corps Area; Colonel John A. Paegelow, Commanding Officer of Scott Field, and Lieut.-Colonel J.A. Green.

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#### CHANUTE FIELD PILOT BECOMES RED-EARED

According to the Chamute Field Correspondent, upon the occasion of a landing at Bolling Field, D.C., recently, Lieut. George W. Goddard, Director of Photography at the Air Corps Technical School, who has long been known as a hot pilot and a hotter photographer throughout the Air Corps and in other professional circles, attained such a temperature that he himself reached the ignition point and caught fire. Opinions vary as to whether he became too heated over a photographic consideration and reached the flash point or whether he was making a hotter landing than usual. At any rate, upon rolling across the field, Lieut. Goddard noticed a very great increase in the temperature and benevolently blamed it on the humidity. However, when the extreme heat began to center around his head, he decided something should be done about it, so he removed his helmet to cool off. Much to his astonishment, as well as to his deep personal chagrin, he found his right ear on fire!

Soon the Bolling Field Fire Department had functioned successfully and natural excitement had subsided, while Lieut. Goddard rubbingly surveyed the blistering ruins of his ear, it was found and decided, without the services of a Board of Officers, that when the pilot had gunned his engine, in coming in for the landing, a stream of sparks from the exhaust had slipped under his helmet, setting on fire the pad of cotton around his ear.

## RADIO EXPERIMENTS IN HAWAII

Lieut.-Col. G.C. Brant, Commanding the 18th Composite Wing, recently accompanied a Naval air reconnaissance flight to French Frigate Shoals, passing over the Islands of Kauai, Niihau, Nihoa and Necker - approximately 500 miles - entirely over water. The flight departed from Pearl Harbor 7:00 a.m., and arrived at French Frigate Shoals at 1:30 p.m. the same day. The flight consisted of six Navy seaplanes, and the return flight was made three days later, departing from Frigate Shoals at 7:00 a.m., arriving at Pearl Harbor 2:30 p.m.

An interesting experiment was carried out in connection with this flight. The Communications Section of the Wing was anxious to know just how far away a possible enemy might be located by radio, so the Navy flight was carefully followed as they proceeded from Oahu. The Navy had a string of destroyers and submarines along the line of flight, and their planes were constantly checking in to these by radio, so that it was an easy matter for the Air Corps operators to log their flight. It was found perfectly feasible to intercept messages from these planes at the furthestmost position of their flight, or some 500 miles from the coast of Oahu.

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## 2ND BOMBARDMENT GROUP AT THE NATIONAL AIR RACES

The 2nd Bombardment Group, Langley Field, Va., was represented in the recent National Air Races at Cleveland, Ohio, by a B-6A type ship from each tactical organization. Officers making the trip included Capt. Robert Olds, Group Operations Officer, who led the flight of four Keystone Bombers; Capt. J.P. Richter, Commanding 96th Bomb. Sqdn.; Capt. E.L. Eubanks, Commanding 49th Bomb. Sqdn.; Lt. W.G. Bowyer, Group Supply Officer; Lt. J.P. Ryan, Squadron Armament Officer; Lt. L.S. Kuter, 49th Sqdn. Operations Officer; Capt. R.T. Cronau, Commanding the 20th Bomb. Sqdn., and Lt. R.J. O'Keefe, Asst. Sqdn. Engineering Officer, 20th Bomb. Sqdn.

Full advantage was taken of the opportunities to secure joint training with the 17th Pursuit Sqdn. of Selfridge Field, under Capt. R.G. Hoyt, and each day a series of problems involving search, attack and defense were arranged and flown in the vicinity of Cleveland. In addition, the three Squadron Bombers executed a series of formation maneuvers each night over the Municipal Airport and over Cleveland, with the words ARMY AIR CORPS outlined in electric lights under the three lower wings of the formation. Radio control of the night formation was injected into the problems after a remote transmitter had been rigged through the Municipal Airport station WWO to the race grandstand.

Comfortable accommodations and sufficient transportation were furnished by the Race Committee for all Army personnel attending in official capacities. The many and varied events on the daily programs were intensely interesting, but from our viewpoint it was highly gratifying to see Jimmie Haislip and Jimmie Doolittle, two former Air Corps pilots, carrying off first honors in the two major events of the 1932 National Air Races.

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## FLYING CADET JOINS CATERPILLAR CLUB

On Sept. 20th, Flying Cadet Frank A. McDermott became a member of the Caterpillar Club when he fell from a plane near Airport City, while practicing slow rolls under the instruction of Lieut. Armstrong. While doing a slow roll, he suddenly found himself falling through space, made a wild grab for his rip cord, pulled it and found his downward flight checked. His 'chute carried him down safely, and Lieut. Armstrong, who had landed nearby, found Cadet McDermott uninjured and ready to resume work.

This is the third student to be initiated in the Caterpillar Club since the opening of Randolph Field.

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An extended avigation mission from Langley Field, Va., to San Antonio, Tex., was successfully completed recently with the return of Lieuts. Harvey, Huglin and McAulty to their home station. These officers, members of the 49th Bomb. Sqdn., reported flying from Langley to San Antonio, via Pope and Cahdler Fields, in one day. The return trip was made via Fort Worth, Chanute Field and Dayton. While at San Antonio, the officers renewed old acquaintances at Brooks, Kelly and Randolph Fields. They piloted the B-6A type Bombing plane.

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In order to keep Army personnel trained in the latest flying methods developed, March Field has started a progressive system for the training of all pilots stationed at that field in instrument flying. A BT airplane has been equipped with the latest "blind flying" instruments available and has been assigned to the tactical units.

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Capt. R. Vega Fuentes, Mexican Air Attache in London for the past four years, recently visited Randolph Field, landing in a Fairchild plane while enroute to Laredo and Mexico City.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To March Field, Calif.: Major Clarence L. Tinker from Mather Field; 2nd Lt. Edwin S. Perrin from Mather Field.

To Langley Field, Va.: 1st Lts. John H. McCormick, Leroy M. Wolfe and Dale D. Fisher from the Philippines; Capt. Malcolm S. Lawton from Bolling Field.

To Maxwell Field, Ala.: 2nd Lt. Robert E. L. Choate from Hawaii.

To Bolling Field, D.C.: Capt. George L. Lundberg, from Langley Field, Va.

To Randolph Field, Texas: 2nd Lts. Frederick R. Dent, Jr. and Wm. E. Karnes from Hawaiian Dept.

To Mitchel Field, N.Y.: 2nd Lt. Howard Moore from Hawaii.

To Fort Crockett, Texas: 2nd Lt. Pearl H. Robey from Hawaii.

To Crissy Field, Calif.: 2nd Lt. Donald W. Armagost from Hawaii.

To Post Field, Fort Sill, Okla.: 2nd Lt. Don Z. Zimmerman from Hawaii.

To Philippines: Capt. Philipps Melville from Langley Field; 2nd Lt. Thomas W. Steed from Mitchel Field; 2nd Lt. Leslie O. Peterson from Fort Crockett; 2nd Lt. Austin A. Straubel from Rockwell Field.

To Hawaii: 1st Lt. Glenn O. Barcus from Randolph Field; 2nd Lts. Earle T. MacArthur, Jr., and Wm. M. Prince from Fort Crockett; 2nd Lts. John J. Morrow, from Mitchel Field; Russell Scott from Chanute Field; Stuart P. Wright, from Selfridge Field.

DETAILED TO THE AIR CORPS, and to Randolph Field, Tex., March 1, 1933, for flying training: 2nd Lts. Walter E. Kraus, Field Artillery; Charles F. Born, Cav.

RESIGNATION: 2nd Lieut. Kenneth Clinton Brown.

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CAPTAIN WOODWARD PASSES INTO THE GREAT BEYOND

The recent death of Captain Fred E. Woodward, Air Corps, as the result of pneumonia contracted while on a brief leave of absence from the Materiel Division at Wright Field, Ohio, was a severe shock to his host of friends within and without the service. Captain Woodward made friends wherever he went and was one of the best liked officers in the Air Corps. His passing is greatly mourned by everyone who knew him.

The deceased officer, who was approaching his fortieth birthday, was born at Rockford, Ill. He attended high school in that city for four years and was a student at the Agricultural School at Milwaukee, Wis., for two years. During the War, while a resident of Vero, Florida, he enlisted in the Aviation Section, Sig. Corps, August 30, 1917.

Following his graduation from the School of Military Aeronautics, Georgia Institute of Technology, Atlanta, Ga., in November, 1917, he was sent to duty overseas, receiving flying instruction at several French schools and at the Aviation Instruction Center at Issoudun. Upon the completion of his flying training, he was on duty with the 1st Headquarters Flight at Chaumont, France, for about three months, and at the First Air Depot at Colombey Les Belles for a similar period. Returning to the United States in June, 1919, he remained at Mitchel Field until December, 1919, when he was transferred to the Primary Flying School at Carlstrom Field, Arcadia, Fla. When this school was transferred to Brooks Field, Capt. Woodward went with it and remained at this field until January, 1925, when he was transferred to Mitchel Field, N.Y. Four years later he was assigned to duty in the Hawaiian Department, and just recently, when he completed this tour of foreign service, he was assigned to the Materiel Division as Chief of the Administrative Branch.

The profound sympathy of the Air Corps is extended to Mrs. Woodward and others near to him whom he left behind.

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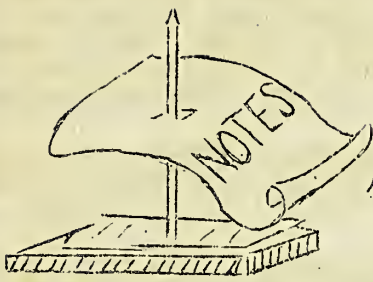
\* AVIATION INTELLIGENCE TEST

Five aviation executives and 5 employees went out to buy motors. The employees' names were Tom, Dick, Harry, Jack and Jim. Some of them bought second-hand motors and some had aviation motors built in accordance with their special ideas. They intended to use them for everything, from motorcycles to airplanes. Each individual purchased a motor, furnishing as many horsepower as he paid for the motor in dollars per horsepower. Each boss paid \$405 more than the employee for his motor. Glen spent most of all; Donald spent over four times as much as Rube; Rube \$288 less than Ted; Phil's motor furnished 65 more horsepower than Tom's; Dick's motor furnished 48 more horsepower than Harry's; Dick spent \$2912 more than Jack. PROBLEM -- Who did Jim work for?

Answer in next issue. Not responsible for brainstorming incurred in attempted solutions. Rules: Catch as Catch-Can, 138 pounds ringside and no more than 5 pencils used, 4 to chew on and one to write with. No such answers allowed as "Jim doesn't work," or "Jim got fired." Keep your solutions to yourselves. We know the answer and having doped it out are not interested in the mental agility of our fellowmen.

\*Note: Normal Army officer should solve problem within 35 minutes.





## from Air Corps Fields

2nd Bombardment Group, Langley Field, Va., Sept. 19th.

Four Air Reserve officers reverted to inactive status, having completed their active duty tour with the Group. We regret losing these fine young officers who have worked hard and diligently during their brief tour of duty, viz: 2nd Lieuts. C.C. Foxworth, R.C. Hughes, W.H. Harrison, R.V. Dunn, J.F. Biggerstaff, G.S. Bond, T.V. Crawford, F.P. Smith and A.P. Tucker. Especially will Lieut. Smith's loss be keenly felt. This former Univ. of Kentucky back played brilliantly on the gridiron for the Langley Field Birdmen last year, leading them to the most successful season ever known by the Post. We wish all these men much success in their venture back to civilian life.

20th Bombardment Squadron: Langley Field commissioned personnel officially welcomed Mrs. R.C. Hutchinson to the post by an impromptu parade of imitation bombers and pilots, followed by a reception at the Officers' Club recently. Mrs. Hutchinson, formerly Miss Sarah Barbara Brown, of Riverside, Calif., was married to Lieut. Hutchinson at the Mission Inn Chapel, Riverside, Calif., on August 20th. The romance between them began in 1930, when Lieut. Hutchinson was in training at the Primary Flying School, March Field, where he was sent following his graduation from West Point. The entire personnel of Langley combine in wishing the bride and groom good weather and many happy landings along the course of life.

The Squadron regrets the resignation of Lieut. H.W. Wells, Air Reserve, which went into effect Sept. 8th. Lieut. Wells was a member of the March class at Kelly Field, arriving here for duty on March 26th. Originally a Pursuit pilot of the 8th Pursuit Group, he was transferred to the 2nd Bombardment Group because of his extensive training and knowledge of radio work. We wish our brother officer the best of luck in his new venture.

Bolling Field, D.C., September 20th.

Bolling Field has had a number of changes in officer personnel during the last month. It is with much regret that we gave up our former Commanding Officer, Major Howard C. Davidson, who was here for 4½ years and who has gone to the Air Corps Tactical School. We extend to Major and Mrs. Davidson the very best wishes of all at Bolling Field.

We welcome our new Commanding Officer, Lieut.-Col. Barton K. Yount, who comes to us from Rockwell Field. Col. and Mrs. Yount are not strangers to Washington, having been here before. Their many friends are very glad to see them again.

We have also lost to the Tactical School our genial Operations Officer, Lieut. Louis M. Merrick, who functioned as such for the last four years. Operations are now under the direction of Capt. W.V. Andrews, and it is planned to maintain the same efficient, courteous organization as that of Lieut. Merrick.

Major Louis M. Field, M.C. departed for the Philippine Islands, and Capt. O.O. Niergarth, A.C., went to Harvard to pursue the course in Business Administration. We are fortunate in having as our new Assistant Flight Surgeon, Maj. Ernest F. Harrison, M.C., who comes to us from Kelly Field. Capt. Orlo Quinn reported for duty and took over from Lieut. Willis the cares and responsibilities of the Post Exchange and Officers' Club.

Work on the new Bolling Field is progressing, but it is hard to tell from the air whether the new or the old field is undergoing the greatest change. A large amount of dragging and scraping throughout the summer on the old field is about to produce results, and we hope soon to be able to take down the red flags and welcome our many visitors on a real landing field.

Among our visitors recently were General Pratt, Major Howard and Captain Hegenberger from the Materiel Division.

San Antonio Air Depot, Duncan Field, Texas, August 26th.

Our new construction is proceeding apace; the steel framework of the enormous Engineering Shops building is beginning to assume quite a substantial appearance. The two new large hangars, of steel frame construction, were completed and accepted from the Constructing Q.M., Capt. A.F. Dershimer, in June; one of them has had to be occupied a little in advance of the contemplated time, due to the burning of the Dope House on July 26th.

Three additional Air Corps officers recently assigned to this Depot were 1st Lieut. Donald F. Stace, 2nd Lieuts. Charles K. Moore and Anthony Q. Mustoe. Lieut. Stace, who graduated from the Engineering School, Wright Field, was assigned as Assistant Depot Supply Officer. Both Lieuts. Moore and Mustoe are recent graduates of the Air Corps Technical School, Chanute Field. The former was assigned as Assistant Engineer Officer and the latter as Assistant Depot Supply Officer. We are happy to have these new members in our official family circle.

During the months of June and July a total of 78 airplanes were overhauled, 47 repaired, 108 engines overhauled and 68 repaired. The planes overhauled and repaired were the various service and training types in use by the Air Corps, and the engines were of the "R," "V," and "GV" series.

Mr. August W. Thiemann, Parachute Inspector at this Depot, was on temporary duty at Wright Field, August 1 to 20, attending a course of instruction at the Materiel Division in the care, operation and maintenance of parachutes, including the new triangle parachute.

Recent visitors at the Depot were Lieut.-Col. J.E. Fickel, of the Office of the Chief of the Air Corps, on cross-country flight, visiting Air Corps activities in the vicinity in reference to new construction matters, who conferred with the Commanding Officer and other officers on this subject; Major Junius W. Jones, Inspection Division, Office of the Chief of the Air Corps, on July 21st and 22nd, to confer with Capt. B.F. Giles, Technical Supervisor for this Control Area; Mr. E.J. Brew, of the Lycoming Mfg. Co., Williamsport, Pa., by private plane on Aug. 19th, in connection with matters pertaining to engines produced by his company.

Col. A.G. Fisher, our Commanding Officer, has been receiving congratulations on his promotion to the Colonelcy which came to him on August 6th.

Other visitors here during August to exchange greetings were Major Donald P. Muse, of Crissy Field; Captains Barney M. Giles, Rockwell Air Depot; Elmer E. Adler, enroute to the Command and General Staff School, Fort Leavenworth; Arthur W. Vanaman, of the Materiel Division, on an extended cross-country flight; and Harold L. Clark, of Barksdale Field, Shreveport, La.

An unusual number of Reserve officers availed themselves of 14 days' active duty training here this summer, viz: July 1-14, Major Myron A. Sine, of San Antonio, mechanical engineer; July 11-24, Capt. Ralph W. Stone, pilot with Pan-American Airways, Brownsville, Texas; July 18-31, Major Wm. F. LeBaron, San Antonio, General Agent in Texas for Guaranty Life Ins. Co., Davenport, Iowa (his fourth active duty tour); July 13-26, 1st Lt. Henry B. Fisher, son of Col. A.G. Fisher, our Commanding Officer, 2nd Lieuts. Arthur S. Graham, in real estate and investment business in San Antonio, and John F. Hardie, in construction business in San Antonio; July 24-Aug. 6, Majors Frank A. Vestal, Assistant Supervising Engineer with Government Helium Plant, Amarillo, Texas (second tour); Robert F. Garland, well known petroleum producer of Tulsa, Okla.; Capt. Zanna P. Lee, General Mgr. Tucson Construction Co., Tucson, Ariz.; 1st Lieuts. Albert M. Lehr, Jr., of the Lehr Shirt Co., Tulsa, Okla., and Otto E. Kirchner, Division Engineer, American Airways, Inc., (Southern Div., Love Field, Dallas, Tex.) These officers' sojourn with us appeared to be mutually enjoyable and profitable.

Mather Field, Mills, Calif., Sept. 21st.

77th Pursuit Squadron: "Lying like a Trojan" has become an anachronism. A contest held while this Squadron was on duty at the Pest Camp displayed prevaricative genius, the brilliance of which would have brought joy to the heart of any Baron Munchcrackers. Naturally, the finalists presented the most colorful tales. As each contestant recited his autobiography, bears assumed gigantic proportions and became unrecognizable in exaggeration; spectators listened in open-mouthed awe and marveled at this unequivocating declaration of human prowess; even Major Hoople must have hung his head in shame as he listened in green-eyed envy to a recitation of achievement which made the efforts of Paul Bunyan's Blue Ox seem lilliputian. Certainly Diogenes in his search for an honest man would have found Camp Gerle a barren land.

Then there followed a series of Kangaroo Courts which hailed a group of unsuspecting victims before an unmerciful but inquisitive mock tribunal, where injustice was meted out in a manner reminiscent of the French Revolution. Opposed by a garrulous prosecutor and defended by an equally garrulous but less zealous counsel, the accused found himself the center of an unintelligible verbiage that eventually made him doubt even his own innocence and the ridiculous nature of the charges against him.

While the many were enjoying the relaxation of Camp Gerle, the almost "forgotten" few of the Squadron were carrying on at Mather Field. The cheerfully willing work of a scant dozen men made possible the changing of a half dozen engines and the maintenance of a score of airplanes. Indicative as it is of the esprit of this organization, the high morale and ungrudging efforts of these men cannot be too highly lauded.

Lieut. Ed Perrin represented this Squadron in the Gunnery Matches at Langley Field. In spite of the paucity of practice, Lieut. Perrin conveyed to the rest of the Squadron the conviction that his name will be near the top of the scoring sheets.

80th Service Squadron: 2nd Lieut. Melie J. Coutlee left Sept. 3rd for Langley Field, Va. He made the high score among the 55th Pursuit Squadron pilots

and was sent to the Gunnery Matches to represent that Squadron.

Last month the Squadron received a new Trophy. Major C.L. Tinker, Post Commander, presented the squadron with a cup for winning the Post Baseball Championship.

#### Patterson Field, Fairfield, Ohio, Sept. 17th.

During August, 20 airplanes and 40 engines were given major overhaul, and 22 planes and 26 engines minor overhaul.

Lieuts. D.R. Goodrich and P.W. Timberlake attended the Air Races at Cleveland, departing Sept. 3rd and returning on the 5th.

Lieut. G.V. McPike, Depot Supply Officer, accompanied by Mr. Thomas C. Hughes, Auditor of Stock Record Section, visited the following National Guard activities by air for the purpose of conference with Air Corps Supply Officers of National Guard Observation Squadrons and Photo Sections regarding the issue of supplies by the F.A.D.: Sky Harbor, Murfreesboro, Tenn., Sept. 12th; Roberts Field, Birmingham, Ala., Sept. 13th; Little Rock, Ark., Sept. 14th; Lambert-St. Louis Airport, Robertson, Mo., Sept. 15th.

Officers ferrying planes here during the past two weeks for major overhaul were Lieuts. Carter with Morgan in O1-B from Candler Field, Ga., Sept. 1; Capt. Connell in O-25A from Ft. Leavenworth, Kans., Sept. 1; Lt. Hart in PT-3 from Lunken Airport, Sept. 6th; and Capt. Herold in O2-H from Lambert Field, Mo., Sept. 8th.

Major M.C. Grow departed Sept. 14th on a month's leave which he and Mrs. Grow are spending in Kenora, Ontario, Canada.

Cross-country flights made by officers at this station during the past two weeks were - To Lunken Airport, Ohio: Lieut. McPike, Sept. 1st; Capt. Bivins and Sgt. Blair, Sept. 2nd - To Muncie, Ind.: Sgt. Guile, Sept. 13th - to Bowman Field, Ky.: Capt. Bivins and Sgt. Blair on Sept. 3rd.

The following officers ferried airplanes from this station: Lieuts. D.R. Goodrich and P.W. Timberlake, an O-25A and a P-12 to Maxwell Field, Ala., Sept. 7th, returning in a PT-3A from Candler Field, Ga., Sept. 8th, for major overhaul; Capt. H.W. Flickinger an O-25A to Ft. Leavenworth, Kans., Sept. 6th, returning with Lt. G.V. McPike in O-25A, Sept. 7th, via Richards Field and Lambert Field, Mo.; Lts. R.L. Williamson and F.M. Zeigler, two P-12C's to Maxwell Field, Ala., Sept. 1st, returning in a PT-3A, Sept. 2nd, from Candler Field, Ga. -- Lieut. R.L. Williamson departed Sept. 9th, ferrying Air Corps supplies to Maxwell Field, Ala., Sky Harbor, Tenn., and Bowman Field, Ky., returning next day. -- Lt. North from Cleveland, Ohio, ferried an O-38 plane to this station on Sept. 13th, for minor repair. -- Lieut.-Col. A.L. Sneed ferried Air Corps supplies to Selfridge Field, Mich., on September 1st.

#### Fort Sill, Okla., Sept. 27th.

Capt. A. B. Ballard, leading a flight of six Y1F-16 airplanes, arrived at this station Sept. 16th from Scott Field, Ill., enroute to San Diego, Calif., from Selfridge Field, Mich. Lunch was served in Air Corps Headquarters, and after servicing the flight departed for El Paso, Texas. The flight to the West Coast was made for the purpose of completing a service test of V-1570F engines.

Lieuts. Wm. L. Ritchie and Douglas T. Mitchell, two veterans of Ft. Sill, Okla., departed Sept. 24th for Chanute Field, where the former will take the Communications Course and the latter the course in Maintenance Engineering. Needless to say, we will miss them very much during the coming year.

Capt. F.H. Pritchard returned Sept. 24th from leave on the West Coast.

On Sept. 21st, the "Aerial Express," piloted by Sgt. J.H. Price, arrived from San Antonio Air Depot with a load of supplies for this station.

Second Lieut. H.F. Gregory and 1st Lieut. Paul C. Wilkins flew an O-19C to Kelly Field, Sept. 19th, to attend the monthly Engineering-Supply Conference at Duncan Field. They returned the following day.

Second Lieut. H.F. Gregory, with Capt. Neal Creighton as passenger, was on an extended cross-country flight during the period Sept. 8th to 16th. They visited Biggs Field, Texas; Tucson, Ariz.; Rockwell, March, Crissy and Mather Fields, Calif., Salt Lake City, Utah, and Lowry Field, Colorado.

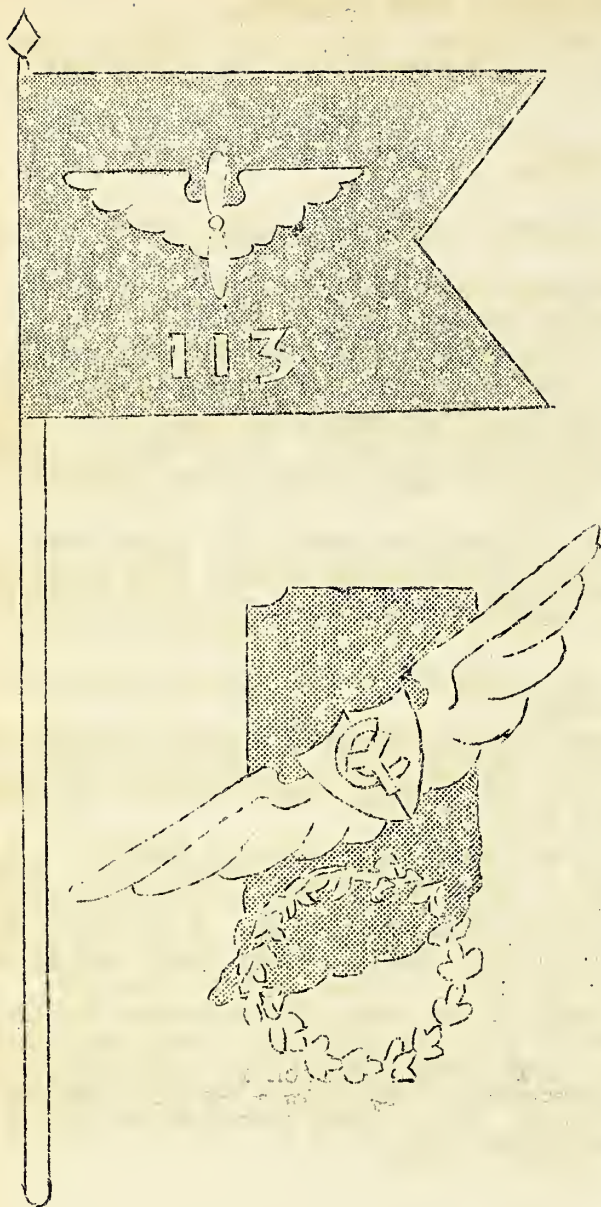
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#### NOTICE TO CORRESPONDENTS

It is regretted that, due to the necessity for curtailing the amount of paper used in the publication of the News Letter, it is no longer possible to publish in full all the material contributed by News Letter Correspondents. Our contributors are reminded of the good old proverb, viz: "Brevity is the soul of wit."

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The cover for this issue was reproduced from a design submitted by George W. Welsh, of the 77th Pursuit Squadron, Mather Field, Calif. The design was not rigidly followed because Mr. Welsh did not confine it to the 11" x 6 $\frac{3}{4}$ " dimensions of Mimeotype Stencil paper. The design was re-drawn by Mr. Frank Dunnington of the Information Division.



MAJOR RICHARD F. TAYLOR

Sir, we salute you in death as we have saluted you in life. We shall ever remember your whole hearted devotion of time and energy to the Squadron, as well as the dedication of your life to its function.

We shall miss you deeply as we carry on, but we shall hold our heads high and continue as you have taught us, giving your successor the same cooperation and respect which we gave to you.

We know that you left as you would wish to leave - in a plane - and on a mission for your Squadron and your State. It is our greatest wish that we may perform all our missions with the same devotion and sincerity with which you performed yours.

It seems that we still hear the hum of your motor in the sky, too high for us to see from here, but we can sense your nod and smile in a beckon for us to carry on to the greater heights of accomplishment which you had planned for us. And as we pledge ourselves to this, your last command, we hope to see you, though faintly, return our last salute as we say, "Very good, sir."

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Kelly Field, San Antonio, Texas, Sept. 13th.

Trap shooting was incorporated in the ground school for the class graduating Oct. 14th, six hours being scheduled. Capt. Thomas M. Jervy departed for a new station and Capt. Charles E. Hart, Ord. Dept., will instruct in all Armament subjects.

Lieut.-Col. Henry B. Clagett returned from a brief vacation. During his absence, Major H.H.C. Richards, Asst. Commandant, assumed duties of Commandant.

Major Wm. C. Ocker, one of the first in the field of Blind Flying inventions and research, was in the Base Hospital at Fort Sam Houston for the past two weeks suffering from a minor ailment.

Capt. Earl H. DeFord, Secretary (School) and Operations Officer, returned from 20 days furlough spent with family in Old Mexico.

Lt. Thomas L. Gilbert is Commanding Officer of the Headquarters Squadron during the absence of Major Wm. C. Ocker.

The 40th School Squadron took first place in the weekly "Line Inspection" by the Commandant, Lieut.-Col. Henry B. Clagett.

Lieut. E.T. Selzer returned from a navigation flight to Vancouver, Wash. He experienced good weather and an enjoyable trip. Lieut. Selzer is Engineering Officer of the 40th Squadron.

On Sept. 6th, Corp. Pink B. Judkins was promoted to Sergeant and Private Alden J. Briteau to Corporal, 42nd Squadron.

Officers granted furloughs were Capt. Harold A. Moore, instructor in Observation, 30 days, Sept. 12th; 2nd Lt. Dudley D. Hale, instructor in Bombardment, one month; 2nd Lt. Hansford W. Pennington, 15 days, September 9th.

Sgt. V.O. Burkett, 68th Service Sqdn., who volunteered for a tour of service in the Philippines, will sail from San Francisco about December 2nd. He will be replaced by Sgt. George M. Pogstad.

Staff Sgt. Robert A. Coulter, one of the first to volunteer for assignment to Randolph Field, is once more on duty in the Personnel Office. -- Sgt. Levi A. Freed, 42d Sqdn., will leave for duty in Hawaii on Oct. 29th. -- Pvt. John F. Tracy, 68th Service Sqdn., discharged and reenlisted Sept. 6th, will be assigned to Panama. -- Pvt. Charles T. Chapman, Jr., 39th School Sqdn., is attending the West Point Preparatory School at Fort Sam Houston.

#### Kelly Field, San Antonio, Texas, Sept. 26th.

Col. G.D. Arrowsmith, I.G.D., made an inspection of Kelly Field from Sept. 14th to 20th. Col. H.B. Clagett, Commanding Officer of Kelly Field, complimented all organizations and personnel on their excellent appearance and bearing during the inspection.

Second Lieut. Charles F. Densford, A.C. (F.A.) participated in the Army-Civilian Pistol Matches at Fort Bliss, Texas, Sept. 26th and 27th. He was a member of the West Point Pistol Team and won second place in individual pistol matches at Camp Perry, O., last year. He also holds the individual State championship for Texas for 1932.

Lieut. David D. Watson, pilot, with Major Frank M. Kennedy, ferried an O-25 to Kelly Field from Maxwell Field, Sept. 22nd. -- 2nd Lieut. Fred S. Stocks, who reported for duty, was assigned to the 42nd School Squadron. -- 1st Lieut. Chas. G. Percy left Sept. 24th for his new station at Chanute Field. -- Capt. Harold A. Moore is on 30 days' furlough. -- Capt. Calvin E. Giffin and 1st Lt. Fred'k D. Lynch ferried two O-25's from Maxwell to Kelly Sept. 24th. -- Staff Sgt. Haluptzck, 40th School Sqdn., is on 15 days' emergency furlough because of his mother's death. -- Staff Sgt. Simon and Pvts. George Nix and Harvey Ballinger, 40th School Squadron, reenlisted and are taking reenlistment furloughs. -- Sgt. Bubb, 40th School Sqdn., is taking 90 days' furlough. -- Staff Sgt. Rex DeLoach, transferred in grade from Randolph Field, is now a member of the Q.M. Detachment.

#### Patterson Field, Fairfield, O., Oct. 4th.

Capt. Mario Torres Nénier, Lts. Rudolfo Herrera Rodriguez and Pablo Alonzo Echevarria, the three good-will flyers from Cuba, landed here Sept. 24th and departed for Washington, D.C., Sept. 28th.

The following officers ferried planes to this station during the past two weeks, for major overhaul: Lt. Wolf, Sept. 17th, an O-25; Capt. Skemp with Capt. Meyer, an O-25, Sept. 28th, from Chanute Field -- Lt. Clinch from Chicago, in an O-38, Sept. 17th -- Lt. Knoelner from Bowman Field, Ky., in a PT-3A, Sept. 28th -- Capt. King in an O-1-E from Columbus, O., Sept. 28th. For minor overhaul: Lt. Webster with Lt. Pichl, an O-25B, Sept. 21st from Chicago -- Lt. Carpenter, Sept. 21st, and Sgt. Long, Sept. 24th, both O-38's from Stout Field, Ind. -- Capt. Gardner, a BT-1 from Sky Harbor, Tenn., Sept. 24th.

With reference to the progress of new construction at this station, the entire project is 62% complete, the Oil Reclamation Building and Hangar "B" being each 60% complete; Administration Building 50% complete and Hangar "A" 75% complete. -- The following officers ferried airplanes from this station: Lt. Zeigler a BT-2B to Maxwell Field, Ala., Sept. 28th, returning next day; Lt. McPike with Lt. Timberlake a BT-2A to Kansas City, Mo., Sept. 28th, returning next day; Lt.-Col. Sneed an A-3 to Mitchel Field, N.Y., Sept. 25th, returning by rail Sept. 27; -- Officers ferrying planes to this station were: Capt. Gardner and Lt. McKnight an O2-H from Sky Harbor, Tenn., for inspection, Sept. 28th; Lt. Alexander and two passengers a B-5A on Sept. 22nd from Chanute Field for engine change; Capt. Breene an O-38B from Spokane, Wash., Sept. 28th, for inspection; Lts. Loutzenheiser, Bundy and Morse, 3 P-12's from March Field for motor change, Sept. 16th. -- Lt. P.W. Timberlake flew cross-country to Columbus, O., in BT-2B, Sept. 21st. -- Lt.-Col. A.L. Sneed, accompanied by General Pratt, flew cross-country to Columbus, O., Sept. 23rd.

#### Chanute Field, Rantoul, Ill., Sept. 20th.

The Officers' classes for the school year 1932-33 commenced on October 1st, 40 officers being detailed to take the various courses.

Capt. Walter T. Meyer and 1st Lieut. F. Edgar Cheatle are being congratulated upon the occasion of their recent promotions.

First Lieut. James L. Wheelchel, QMC, was recently appointed Mess Officer, Officers' Mess, and Secretary-Treasurer of the Chanute Field Officers' Club. Lt. Roger V. Williams, A.C., was appointed Assistant Secretary of the Club. Lt. Rob't L. Easton, who held the club secretaryship until recently, will soon depart from Chanute Field for his new station in Hawaii.

Recent cross-country flights performed by Chanute Field officers for various purposes under the provisions of the War Dept. Training Directive and administrative purposes were by Capts. S.C. Skemp, W.T. Meyer, F.S. Borum, E.G. Harper, M.N. Stewart, E.H. Wood, W.A. Hayward, S.M. Connell, Lts. F.E. Cheatle, G.H. Sparhawk, R.L. Easton, L.D. Faton, H.W. Anderson, R. Scott, D.B. White, D.F. Meyer, M.I. Carter, W.K. Burgess, R.V. Williams, pilots; Major L.W. Ballantyne, Capts. W.T. Meyer, D.C. Ogle, A.W. Marriner, Walter Bender, Lts. W.C. Farnum, G.R. Bienfang, R.O. Walsh, R.O. Caswell, R.E. Holmes, J.L. Wheelchel, D.H. Baxter, passengers.

36th Div. Aviation, Texas M.G., Houston, Sept. 28th.

The 111th Obs. Sqdn. 111th Photo Section and 111th Medical Detachment, comprising the Division's aviation, are back at the home station after 15 days' field training at Camp Hulen, Palacios, Texas. A survey of the training work reveals a cheering improvement over former years. The Squadron functioned better in every detail, increasing the hours devoted to bombing, aerial gunnery, radio, and liaison with the Infantry and Artillery, and decreasing the hours devoted to individual training other than above and in administrative work.

Following is a comparative tabulation in hours of the training accomplished for the current year and the year preceding:

	1931	1932	*Included in cooperation for
Bombing.....	19 hrs. 25 min.	39 hrs. 45 min.	1932 are radio missions with
Aerial gunnery..	75 " 40 "	131 " 40 "	the Infantry and Artillery, and
Radio.....	7 " 45 "	*40 "	pick-up and message dropping
Cooperation....	45 " 50 "	17 "	and panel work. The 40 min-
			utes devoted to radio for 1932
			were missions between radio planes and the Squadron's ground station for check-
			ing the radio sets.
			1931 1932
Individual training other than above.....	98 hrs. 30 min.	18 hrs. 05 mins.	
Administrative.....	121 " 10 "	47 " 45 "	
Exceptional.....		*18 " 40 "	

\*Flying the Squadron planes to San Antonio A.I.D. to escape Gulf hurricane of August 13th.

	<u>1931</u>	<u>1932</u>
Gunnery Records		
Pilots attending camp.....	15	17
Pilots firing.....	11	14
Qualified as Experts.....	4	9
Qualified as Sharpshooters....	0	4
Qualified as Marksmen.....	3	1
Total qualified.....	7	14
Total not qualified.....	4	0

Following the Squadron's return from field training, a matter of major importance has occupied Major T.W. Blackburn's attention, the replacement of the two steel and galvanized iron hangars rendered untenable by the storm, the galvanized sheet iron being stripped from the hangars and scattered over the country side. Too, the steel framework was rendered unsafe.

The business men of Houston were contacted in an effort to interest them in providing safe and adequate hangar space for the home Squadron. This contact resulted in a meeting with board of governors of the Houston Chamber of Commerce to whom the needs of the Squadron were presented. Assurance was received that the Chamber of Commerce would take action to provide the hangar space. The plans outlined provide for one steel and veneer brick hangar, 110 by 12 feet, with lean-tos on each side and open at both ends. The lean-tos are for machine shops, garage and offices.

The Chamber of Commerce has taken the matter of a loan for providing the hangar up with the Reconstruction Finance Corporation for decision of availability of funds for this self-liquidating project. The matter is now in the hands of the R.F.C. engineers for decision. As soon as decision is reached work will start immediately on the hangar. The liquidation of the loan would be met by funds from the State, county and city of Houston provided by law for armory purposes.

Bolling Field, D.C., October 4th.

A welcome was extended to Lt.-Col. and Mrs. Yount on Saturday evening, Sept. 24th, by the officers and ladies of Bolling Field.

The itinerary of Congressman John J. McSwain, Chairman of the Military Affairs Committee, and other members of the Committee, accompanied by Lt.-Col. J.E. Fickel, in a Ford Transport plane, flown by Lieut. H.A. Halverson, included Pope Field, Fort Bragg, N.C.; Candler Field, Atlanta; Fort McPherson; Lawton Field, Fort Benning; Maxwell Field, Montgomery; Barksdale Field, Shreveport; and Greenville, S.C. The plane departed from Bolling Field on September 26th.

Brooks Field, San Antonio, Texas, October 1st.

Col. G.D. Arrowsmith, Inspector General's Dept., Fort Sam Houston, Texas, conducted the annual inspection of Brooks Field September 6-10.

As a result of the War Department's ruling, reducing the allowance of planes for Brooks Field from 39 to 29, ten Observation planes will be sent to Maxwell Field, and Brooks Field will receive three of the new twin-motored, long-distance Observation planes from Dundalk, Md., near Baltimore. Major Frederick L. Martin, Commanding Officer of Randolph Field, will fly one of these planes from the factory to Brooks Field, and Lieuts. Wm. Kennedy and Wm. J. Sams, Jr., of Brooks Field, will fly two of them here after taking two of the ships transferred to Maxwell Field to that station. The new planes are being sent to Brooks Field for service flying by officers on duty and will be counted in the allowance at present.

School children of San Antonio are busily interspersing instruction in the "three R's" with brain "teasers" in the attempt to determine what the names of the two live gray geese, mascots of the 12th Observation Group, should be. For the child who submits the name that the authorities believe most applicable will receive a coveted honorary commission as a Lieutenant in the United States Army Air Corps. The geese are known as Canadian honkers, and were found on the beach near Port Lavaca. The design for the Group insignia was drawn up by Major Frank D. Lackland, Commanding Officer, and the gray goose was selected as particularly representative because of its swiftness in flight and ability to cover long distances, also because of its sagacity, keen observation powers and its fighting qualities, all of which are characteristics embodied in the representative true Army Air Corps observer.

As a result of a recent parachute jump by 2nd Lieut. Howard K. Stelling, Air Reserve, Brooks Field, a veritable epidemic of requests from other officers was instigated, only to be vetoed by the "powers that be." In an Observation plane, piloted by Lieut. W.W. Messmore, Lieut. Stelling took off with official permission to make a test jump and wore two parachutes required by regulations as a safety factor. He jumped at an altitude of about 2,500 feet, executed a perfect "one and a half" before opening the parachute at an altitude of about 1,800 feet, and landed in the middle of the airdrome. Lieut. Stelling's jump, however, does not admit him to the charmed circle of the Caterpillar Club.

#### San Antonio Air Depot, Duncan Field, Texas, Sept. 28th.

Col. A.G. Fisher, Commanding Officer, and 1st Lt. C.E. Thomas, recently made a cross-country tour to Hensley Field, Texas; Hatbox Field, Muskogee, Okla.; Lowry Field, Denver, Colo., and Biggs Field, Ft. Bliss, Texas, for conferences with the commanding officers of Regular Army and National Guard Air Corps activities there regarding Air Corps supplies and equipment and the new method of routing National Guard requisitions.

Capt. Edward V. Harbeck, Jr., was transferred to Barksdale Field, Shreveport, La., Sept. 26th, after a tour of duty here since Dec. 10, 1928. Capt. and Mrs. Harbeck enjoyed a short leave of absence before proceeding to their new station. Their departure is exceedingly regretted, and we extend to them every good wish for happiness in their new location. Capt. Ralph B. Walker succeeds Capt. Harbeck as Chief Engineer of the Depot.

Lieut. and Mrs. Donald F. Fritch are the recipients of hearty congratulations on the arrival of a little daughter on Sept. 19th. Mother and child are doing splendidly. Lieut. Fritch is wearing a broad smile and setting up the cigars and, as is usual with fond fathers, trying to take all the credit.

During the recent flood along the Rio Grande, this Depot made a plane available to Major L.B. Chambers, Comd'g Officer of Fort McIntosh, to enable him to make a personal survey of the river for the purpose of searching for rumored floating bodies. The plane was piloted by 1st Lt. David J. Ellinger. Major Chambers expressed great appreciation for the assistance rendered.

First Lieut. Morris A. Schellhart, Air Reserve, Bartlesville, Okla., was on active duty training here Aug. 28 to Sept. 10. He is Associate Natural Gas Engineer with the Petroleum Experiment Station, U.S. Bureau of Mines at Bartlesville, and this was his second tour of active duty here.

First Lieut. J.T. Allen, Specialist Reserve, of Dallas, Texas, was with us for his second tour of active duty training, Sept. 12 to 25. In civil life he is Assistant Southwestern Manager for Ernst & Ernst, C.P.A. He is also Vice Chairman of the Aviation Department of the Dallas Chamber of Commerce.

The Engineering Department overhauled 31 airplanes, 73 engines and repaired 24 airplanes and 48 engines during the month of August.

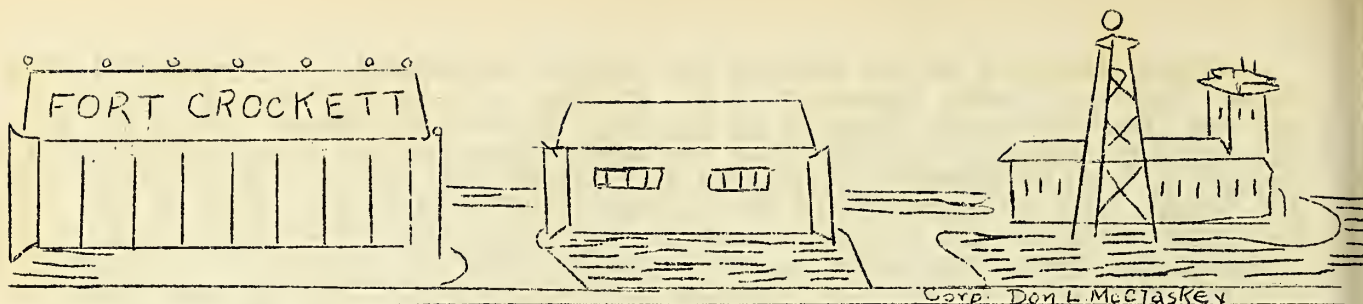
#### Selfridge Field, Mt. Clemens, Mich., Oct. 1st.

Since the completion of the flood lights on the field, considerable night flying has been accomplished, individual as well as by elements and flights. The beacon on the tower will operate nightly until 10:00 p.m., after which time it will be turned on when an airplane is expected or heard in the immediate vicinity of the field.

The personnel of the 57th Service Squadron will soon be responding "Aye Aye, Sir" to their Squadron Commander, Capt. Fred Nelson, who is in complete charge of the Selfridge Field Navy, which consists of one O-19 on Edo floats and one Loening "Duck" without engine. Recently, a second "Duck," the pride of the fleet, sank in Van Ettan Lake.

Major Ralph Royce, former Commanding Officer of the 1st Pursuit Group, Lts. Stanton Smith and Shanahan were on temporary duty at this station to engage in firing the gunnery course at Camp Skeel.

The golfers of Wright Field and Fairfield Air Depot organized a highly successful golfing party and tournament on Sept. 9th. The Selfridge Field team say it was highly successful, even though they were defeated at the hands of the Dayton players. A pleasant touch, especially appreciated by the Selfridge Field officers, was the donation to each Selfridge officer of a metal paperweight on which was a well executed design of the 1st Pursuit Group insignia.



Capt. Don L. McCaskey

Capt. Stephen J. Idzorek, A.C., who has been on duty with the Third Attack Group at Fort Crockett since its assignment to Galveston, was ordered to the Panama Canal Department, and is scheduled to sail from New York on Nov. 10th. Captain Idzorek is one of the most popular officers at Fort Crockett and news of his new assignment is received with regret in Galveston, where he has been active in civic and military affairs.

The 13th Attack Squadron, youngest of the 3rd Attack Group squadrons, but whose members are apparently the best athletes on the post, won the annual field day meet held at Fort Crockett on Sept. 13th as one of the features of Organization Day. The 13th amassed a total of 50 points, the 90th being second with 32, the 8th third with 5, and the 60th last with 4 points. Bentley, 90th Sqdn., and Guin, 13th, were the individual stars of the meet, both winning two first places to collect ten points each. In winning, the 13th Sqdn. copped six first places, 3 seconds and no third places. The events included the 50 and 100-yard dashes, sack race, high jump, running broad jump, shuttle relay race, tug-of-war, three-legged race and the shot put.

#### Material Division, Wright Field, Ohio, Sept. 15th.

The International Air Races made of Cleveland a mecca for Air Corps pilots with aviation training and flying time to get in. A total of 23 officers took advantage of the clear weather to fly to Cleveland.

Lieut. P.H. Kemmer said goodbye to associates at Wright Field when he left to matriculate for a course of instruction at Calif. Institute of Technology.

A formation of three planes recently took off for Buffalo, making a night formation return flight the same night. Planes were piloted by Lts. J.E. Parker, George Smith and Paul Wolfe. Lt. J.F. Early accompanied Lt. Parker as co-pilot.

Lt. C.S. Thorpe and Major J.L. Hatcher, observer, took off recently on a cross-country aviation training flight to Spokane, Wash., via Chicago; Bismarck, N.D.; Minneapolis, Great Falls, Mont. They were away about three weeks.

Lt. C.D. McAllister, who piloted Capt. Stevens on his altitude flight to photograph the Eclipse, had barely returned when he found orders awaiting him to fly to the West Coast. He is to visit Ft. Sill, El Paso, Los Angeles, San Francisco, Seattle, Great Falls, Minneapolis. - Casey Jones flew in from the Cleveland Air Races in his Curtiss Thrush, paid us a visit, and took off for New York -- The Hon. Patrick J. Hurley, Secretary of War, piloted by Lt. Cousland, landed here Sept. 9th, taking off shortly afterward for St. Louis -- Brig. Gen. H.C. Pratt, Lt.-Col. A.W. Robins, Major Hugh Knerr, Capt. A.W. Vanaman, F.D. Hackett, A.M. Drake and Lt. E.M. Powers flew to Washington to attend a meeting of the Procurement Planning Board held on Sept. 13th -- Capt. A.J. Lyon and R.V. Laughlin flew to Washington to attend a meeting of the Patents Board held Sept. 12th -- Capt. Wendell Brookley and Merrick G. Estabrook, of the O.C.A.C., spent several days at the field recently -- Lt. Ployer P. Hill ferried a new YA-10 to Wright Field from the plant of the Curtiss Co. at Buffalo -- Lt. K.B. Wolfe made an extended air journey recently, touching Mitchel Field, Hartford, Paterson, Baltimore and Washington -- Lt. L.F. Harmon ferried a YLB-9A to the plant of the Pratt and Whitney Co., Hartford, Conn. -- Major S.H. Anderson, Air Reserve, recently on two weeks' active duty in the Equipment Branch, spent some time at the Division about a year ago when he was making some experiments for the Guggenheim Foundation on the penetration qualities of different colored light rays through fog.

#### Langley Field, Va., October 3rd.

The 20th Bomb. Sqdn. is justly proud of two of its young officers, 2nd Lts. J.J. Ladd and W.B. Offutt, who were acclaimed winners of the annual machine gun and bombing matches (Bombing Match). The scores by which these young officers won indicates the conscientious efforts put forth by them in preparation for this contest, participated in by the picked bombing pilots of the Army. Lieut. Ladd hails from Cleveland, O., and is a West Point graduate. Lieut. Offutt is a product of Missouri. Lt. Ladd is Operations Officer of the 20th Sqdn., and Lt. Offutt, Engineering Officer.

A few days ago the husky members of the 20th Bomb. Sqdn. literally wrecked the Post Chapel. And not content with this accomplishment, they turned around and demolished the 96th Squadron Mess Hall. This wrecking business was not due to any particular desire on the part of the Squadron personnel to test its strength; it was ORDERS. With the erection of the new buildings, the old wooden structures, which have been landmarks since the war, are being dismantled. The Squadron was given this task while other units were assigned to other buildings designated for wrecking. The lumber from the old buildings is being salvaged un-



der the Government economy program. All sound pieces after removing nails are being shipped to Chapman Field, Fla., for such use as may be made of same.

19th Airship Company: The TC-11, on Sept. 14th, completed a coastal patrol flight of 15 hours' duration, flying from Langley Field to New York City, where it cruised over the city proper and adjoining suburbs for over an hour. The outward trip was made along the coast line, and the return trip, airline, in which the Langley Radio Beacon was used in conjunction with compass navigation. The ship left at 2:00 p.m., and returned at 5:00 a.m., the following morning. The crew was as follows: 1st Lt. Gillespie and Mr. Sgt. Short, Pilots; Coxswain, Tech. Sgt. Cheska; Radio Operator, Pvt. Slutter; Engineers, Staff Sgt. Quinn and Corp. Erhard. The ship carried 400 gallons of gasoline and landed with 143 gallons, enough for about seven more hours of flight. Approximately 700 miles were covered on this coastal patrol flight.

Hqrs. 18th Composite Wing, Fort Snafter, T.H., Sept. 9th.

Forced down in the water on account of motor failure, Lieuts. Robert E.L. Choate and John A. Tarro managed to free themselves from the plane and were almost immediately picked up by a crash boat. The plane sank but was later salvaged. Lieut.-Col. G.C. Brant, Wing Commander, in a letter to the Commandant of the 14th Naval District, Pearl Harbor, commended the conduct of Seaman Paul Samko and Cecil P. Lancaster who, fishing in the vicinity of Ford Island at the time, witnessed the accident, and without regard for personal safety but solely with the desire to render assistance to Lieuts. Choate and Tarro, dove into the waters of Pearl Harbor to effect or assist in the rescue.

On Sept. 8th, Lt.-Col. Brant, accompanied by Capt. Benj. B. Cassidy, Wing Adjutant, made an extended Inter-Island flight to the Islands of Kauai and Niihau to inspect and investigate the possibilities of developing auxiliary landing fields. Their first stop was at Port Allen, Kauai, where inspection of the radio installation was made. They then proceeded to Niihau, where a study was made of possible landing fields.

To familiarize personnel with outlying landing fields and facilities thereon, 30 planes departed from Luke Field Sept. 16th on an expedition which took in the Islands of Molokai, Maui, Lanai and Hawaii. The flight, entirely over water, was performed without accident.

Representing the 23rd Sqdn., Luke Field, in the new class entering the Primary Flying School, Randolph Field, are Pvts. Kenneth C. Fairchild and Marvin J. Griggs who, as a result of arduous work and study, were appointed Flying Cadets. Pvt. Fairchild, 27 years of age, is from Kansas City, Mo., and Pvt. Griggs, 21, from Salina, Kansas. These boys have many friends in Hawaii and expressed their intention of returning to the Islands they have learned to love to spend their tour of active duty in the event they are successful in completing the year's strenuous flying course.

New officers assigned to Luke Field were Lieuts. Harold W. Grant, Jack L. Randolph, Robert E. Jarmon, Frank W. Cazier and Wm. E. Borgers. We bid aloha to Lieuts. Fred S. Stocks, Lawrence T. Pugh, Geo. W. Peterson and Edw. N. Coates, who left for the mainland, and 2nd Lt. Floyd E. Nelson, who left for Manila Sept. 29, where he will revert to inactive status.

During the past month, the 23rd and 72d Bomb. Sqdns. spent two weeks in the field at the Waimanalo Reservation on windward Oahu. Both squadrons carried out an intensive program of aerial gunnery and bombing. Cooperative missions with other branches of the service again occupied a large amount of flying time. Tracking missions for AA and searchlight units of the 64th Coast Art., Infantry liaison Observation, Photographic and Communications missions were among the types successfully performed. Training for the units remaining at Luke Field consisted of aerial gunnery at the range off Barbers Point, Aerial Photography, Communications, Field Exercises, Low Altitude Bombing and Formation Flying.

The 4th Obs. Squadron recently participated in cooperative field exercises with the 14th Naval District. Establishing an advanced operating base on the Island of Molokai, an observation chain was strung between Molokai and Oahu, with the intention of furnishing information as to the movement of a Navy formation operating from Hilo, on Island of Hawaii. They were spotted in a simulated attack on Oahu, and information from the 4th Squadron enabled planes of the 13th Pursuit Group to intercept the Navy flight and save Oahu from a dire fate.

Thirteen non-coms from the 50th Obs. Sqdn. braved the tempestuous waters of Molokai Channel recently, and many are the fish stories heard in the Day Room "bull sessions." As a matter of fact, they did catch five fish that averaged nine pounds each. They are all brutes for punishment, though, and are going out for more.

During August, the 11th Photo Sec. carried out regular routine of photographic training. A number of mosaics were laid out and a large number of prints made. All work was performed in record time.

During August, the 65th Service Sqdn. was kept busy acting as escort aviation for a number of inter-island flights. On several occasions, the Douglas Amphibian transported supplies and personnel to bases on Kauai, Molokai and Hawaii, flying these long over-water flights on perfect schedule. On all inter-island flights, contact with the home station is maintained by radio - position and progress reports being transmitted every ten minutes.

March Field, Riverside, Calif., Oct. 3rd.

November 1st, Organization Day of the First Bombardment Wing, will be a memorable occasion for the Wing personnel. In addition to appropriate ceremonies, eight athletic events are being planned. These events will include a majority of the officer and enlisted personnel of the organization. Points will be allotted for each event. The group winning the greater number of points will be awarded the Wing Organization Day Trophy. The eight events a baseball game between the 7th Bombardment and 17th Pursuit Groups; a Squash match between the officers of the two Groups, ten to a team; Tennis matches; Pistol Matches; Tug-of-War between squadron teams; Volley Ball between squadron teams; a novel "Triathlon" event, in which two officers of each Group hqrs. detachment and squadron will compete in pistol, trap-shooting and ground machine gunnery; and a 5-mile relay race, each squadron to enter a team of forty enlisted men and each man to run 220 yards.

Capt. Claude E. Duncan, Post Engineering Officer, and Capt. John M. Davies, Station Supply Officer, represented March Field at the Annual Engineering and Supply Conference at Wright Field. Both officers made the trip in P-12's.

March Field's new gymnasium is rapidly taking shape. The contract calls for completion of the work by January 25, 1933. A standard sized basketball court is planned. One main hall and a number of supplementary rooms and a gallery will be included. The Athletic Officer arranged for the services of a wrestling instructor in answer to the enthusiasm expressed by many local aspirants. A new supply of boxing gloves and equipment has spurred the ambitions of local pugilists. Although no active program has been announced, training has started in earnest.

The 31st Bomb. Sqdn., under the command of Lt. Ralph A. Snavely, performed an overnight training mission to Fresno, Calif., Sept. 16th and 17th.

Cupid is working overtime at March Field, three marriage announcements being received recently, viz: Miss Margaret Knuth, of Orange, Calif., to 2nd Lt. J.T. Workman, Aug. 21st; Miss Voncile Powell, of San Antonio, Texas, to 2nd Lt. C.V. George, Sept. 1st; Miss Jane Nash, of Hollywood, Calif., to 2nd Lt. R.W. Smith, Sept. 11th.

The March Field Swimming Team got their first taste of competition on Sept. 14th, when, despite lack of time for preparation, they took second place in the Riverside County Swimming Meet, held at Fairmont Park, Riverside. The wonderful work of the two Hodges Bros., Harold and Carl, who tied for high point honors, made the second place honor possible. Lieut. C.L. Sharp placed third in the diving event. March Field won the four-man relay, the team being composed of the Hodges Brothers, aided by Davison and Drew. Other members of the March Field team were Cox, Heffner and Pascal.

Sixty-five enlisted men under direction of Lieuts. A.F. Solter and Carl M. Christenson are working at top speed to complete March Field's Big Bear Rest Camp for winter occupation. The main building and several supplementary buildings are now nearing completion. A huge rock fireplace covers almost the entire end wall in each of the two main wings. One wing will be used as a mess and club rooms for officers and one for enlisted men. At present the officers and enlisted men on construction duty are living in the main tent area. Two supplementary tent areas - one for officers' families and one for enlisted men's families - are located within 100 yards of the main area. By air, the site is only 35 miles from March Field. Due to the rugged and mountainous country in which the camp is located, it requires approximately two hours of driving time over excellent mountain highways to reach the site. While orange trees bask in the warm California sunshine during the winter months, a short drive will take Army personnel to the mountainous, snow-covered regions in the Sierras. The altitude at the camp site is approximately 7,000 feet, while March Field is only 1,600 feet above sea level. A few of the contemplated recreational activities at the new site are: hunting, fishing, target shooting, boating, hiking, ice-skating, tobogganing and skiing. It is interesting to note that the camp is being constructed without appropriation. All materials used was salvaged from March Field, native materials being procured in the area on the camp site.

Randolph Field, Texas, October 3rd.

During September, 16 Randolph Field officers were ordered to Chanute Field, viz: 1st Lieuts. Bernard A. Bridget, Clarence D. Wheeler, Manning E. Tillery, Thurston H. Baxter, Elmer J. Rogers, John T. Sprague, 2nd Lieuts. George R. Acheson, Oscar F. Carlson, Wm. B. Blaufuss, Lloyd H. Watnee, Edward H. Alexander, James L. Daniel, Jr., Wm. H. Doolittle, Max H. Warren, Franklin C. Wolfe and George W. McGregor.

First Lieuts. Joseph C. Dennison and Albert F. Glenn received orders for foreign service and left the post on leave prior to sailing. First Lieuts. Clifford P. Bradley, Carl J. Crane, Howard M. Turner, and 2nd Lt. Ralph P. Swofford, Jr., also received orders for foreign service and will leave Randolph Field in the near future.

Sunday night, Sept. 18th, Frank Griner and N.G. Powell, of Randolph Field, were victims of an automobile accident when the machine skidded off the Seguin-San Marcos road, 4 miles from Seguin. Griner was killed and Powell was seriously injured.



Inaugurating their 1932 football season on Sept. 18th, the Gold and Blue gridders of the Langley Field Airmen rallied in the final quarter to score the only touchdown of the game to gain a 7 to 0 verdict over the game Campbell College Tarheels of Buies Creek, N.C. Under ideal summer weather conditions, the game was played before an estimated crowd of 3000 fans, who were rewarded with spectacular play on the part of Lieut. Davis, former Texas Aggie quarterback, who starred both on the offensive and defensive for the local Army eleven. The splendid punting duel between Howard of the Aviators and Dickson of the Yellow and Black aggregation, and the sensational aerial circus displayed to perfection by the visitors featured the game. Langley was bewildered by the overhead attack of the Tar Heels, who threatened twice, due to their successful completed passes, but they failed to penetrate the "Pay Station" of the Birdmen due to the powerful forward wall of the locals. The Flyers were outclassed in first downs, trailing the visitors nine to seven. Touchdowns are what count, and for that reason the Army Air Corps aggregation took the victory.

A 40-yard return by Lieut. Davis of a punt early in the third quarter placed the pigskin on the visitors 10-yard marker. Howard, Owens and Davis carried the ball nine yards on three line plays, but "Doggie" Kerr, diminutive quarterback of the Birdmen, fumbled, causing Langley to fall short of a touchdown. Playing inspired football in the final quarter, the Airmen rushed the visitors off their feet as they rolled up six first downs to none by the Scots of Campbell College. An intercepted forward pass which Davis returned to midfield, his 20-yard run on the next play, plunges and end runs by Howard, Davis, Kerr and Hunt scored the only touchdown. Howard's kick was good for the extra point.

Led by the terrific line thrusts of Hunt, off-tackle smashes by Flick, and a spectacular aerial attack with Kerr passing and Flick at the receiving end, Langley trounced the game Guilford College eleven of Guilford, N.C., 14 to 0, in the first night game played at Langley Field, Sept. 24th. The North Carolina aggregation had a light, fast and determined crew, but the weight advantage of the locals soon told the tale.

Guilford got off to an auspicious start as they rolled up two first downs after taking advantage of a bad punt. They were halted on the eight-yard marker and remained harmless for the remainder of the encounter. Guilford showed a wonderful goal-line defensive late in the second quarter when they halted the Birdmen's rush on their own one-yard line after the locals had staged a march down the gridiron from midfield. Langley made another threat in the third quarter and took the ball to the ten-yard line before being silenced.

In the final quarter the locals awoke to the fact that outplaying their opponents wasn't winning the game, so featuring an overhead attack, with Kerr passing and Flick receiving, and a line plunge by Hunt, Guilford's line was crossed for the first tally. Brown kicked goal. Taking the ball on their own 15-yard line, the Birdmen started another march down the field which was featured by forward passes, line and off-tackle smashes. Kerr circled eight yards on a reverse for the second touchdown, and Brown again kicked goal. Langley had marched down to Guilford's eight-yard line when the final whistle blew.

The Langley Field Birdmen continued their march to another banner year on the gridiron as they mowed down the fighting Shenandoah College aggregation of Dayton, Va., Oct. 1st, score 43 to 6, for their third consecutive victory of the 1932 season. A capacity crowd saw Langley completely outclass and outgain their guests under the floodlights of the Langley Field stadium to score seven touchdowns to one by the visitors. The initial and third quarters turned out to be scoring riots for the Army gridders. Capt. Usher, Langley mentor, gave his second squad two quarters' action as he took out his first team to watch the Yannigans battle the Daytonians on even terms. Owens, Kerr, Reiter and Gobble shared the limelight for the locals, while Talbot and Wram performed well for Shenandoah College.

- Pvt. Jack R. Germaine.

With a tough schedule lined up for them, football enthusiasts at Selfridge Field are busy these autumn afternoons pushing each other around the greensward, kicking and throwing the pigskin, and organizing themselves into a smooth working offensive and defensive football machine. Head Coach, Lieut. Phares McFerren, admits he will have no easy job working up a combination able to cope with the tough assignments of the October and November week-ends. The line-up this year will have many new faces, largely due to the transfer of the 36th Sqdn. to Langley. Soderstrom and Harvey will be especially missed. Fortunately, Lieut. McFerren discovered some new material, especially several likely looking lads, recent arrivals from the Islands. They are Toth, Lalone and Shaw. The call of the pigskin was too strong for Sgt. Freedlund, and he had to get out there with the boys and do some of his well known bruising. Private Lalone is alternating daily with Saums as back, both trying to show each other up. Jarvis, Bates and Flannigan and Spindler are among the pass snatchers, and doing some very pretty snatching. Strong just returned from Oscoda and will shortly be heard calling signals. Mahler is, of course, at center.

Lieut. Bruce is at present helping Lieut. McFerren with the coaching. Soon Lieut. Bradley, who used to coach the plebes at West Point, will return from Oscoda and he too will be out there helping coach. The first game of the season scheduled for October 2nd with the Marine City Merchants, will be followed by seven other contests, viz: October 8th, Fort Huron Junior College at Selfridge; October 15th, U. of D. Freshmen at Detroit; October 22nd, Michigan Tech at

Houghton; Oct. 29th, Scott Field at Selfridge; Nov. 5th, Fort Benj. Harrison at Selfridge; Nov. 11th, Flint Junior College at Flint; Nov. 20th, Fort Huron Independents at Selfridge; Thanksgiving Day, Nov. 24th, open.

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Among the football "Turnouts" at Kelly Field, we find some of our old reliables, such as Sgt. Casper, linesman; Pozniak, halfback; Parker, linesman and halfback; Kaufman, halfback; Towle, Quarterback; Vielock, End; Son, Quarterback; Hanson, Fullback. First Lieut. Henry R. Baxter was designated as coach for the '32 team, and much rests on his shoulders as to the calibre of Kelly's team, as many of the old players will be absent from roll call this year. Though Lieut. Baxter was an iron horse with the West Point team of '25 and '26, he has not participated in football since his graduation. However, all of the boys like 'Tuffy' and with the spirit Kelly will carry the Golden-Yellow and Ultra Marine to victory. The schedule for the Army League for the 1932 season follows:

Oct. 15th, Brooks Field vs. 2nd F.A. Brigade, at Brooks Field; Oct. 19th, Randolph Field vs. Kelly Field at Randolph Field; Oct. 22nd, 23rd Infantry vs. 9th Infantry, at Ft. Sam Houston or Bullis; Oct. 26th, Randolph Field vs. Brooks Field at Randolph; Oct. 29th, 2nd F.A. Brigade vs. Kelly Field at Fort S. Houston; Nov. 2d, Brooks Field vs. 23d Infantry at Brooks; Nov. 5th, 9th Infantry vs. Randolph Field at Fort Sam Houston; Nov. 9th, 23rd Infantry vs. 2nd F.A. Brigade at Fort Sam Houston; Nov. 12th, Brooks Field vs. Kelly Field, at Brooks; Nov. 16, 9th Infantry vs. 2nd F.A. Brigade at Fort Sam Houston; Nov. 19th, 23rd Infantry vs. Randolph Field at Fort Sam Houston; Nov. 24th, Kelly Field vs. 9th Infantry at Kelly (if field available); Nov. 26th, Randolph Field vs. 2nd F.A. Brigade at Randolph; Nov. 30th, 9th Infantry vs. Brooks Field at Fort Sam Houston; Nov. 30, Kelly Field vs. 23rd Infantry at Kelly Field (if field available).

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Despite the heat, the football season is on. The Honolulu Star-Bulletin has this to say about our prospects: "The Air Corps at Wheeler Field is being coached by Lieut. W.C. Bentley, assisted by Lieuts. Fink and Miller. Corporal McDonough, who last season gained enough ground through almost all opposition and whose kicking was a feature of the Fliers' game, is returning to the mainland prior to the opening of the season. However, Sgt. Vandiver, All-Schofield tackle, will be in the line-up and 15 others from last year's squad, as follows: Shumaker and Davis, centers; Bouton and Utter, guards; Brinkmeyer, Byerly and Kelly, tackles; Schultz, Spangler and Brannon, ends; Tames, Francis, Wilson and Gott, backs. Nadeau, who played quarter for the 'Fliers' last year under the name of 'Archibald' will reappear this year under his proper nomenclature."

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Fort Crockett's football practice got under way Sept. 15th with Lt. Nathan F. Twining, Air Corps, as head coach, assisted by Lts. MacArthur, Belden, Wood and Richardson. Forty candidates appeared on the gridiron for the first practice. The Crockett squad, who call themselves the Golden Tide, played their first game of the season against a strong independent team from Houston, Oct. 2nd, losing by the score of 12-0. Coaches Twining and his assistants were well satisfied with the showing made by the Golden Tide in the first game and feel the possibility of Fort Crockett annexing another 8th Corps Area championship.



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The Patterson Field baseball team annexed another win at the expense of the New Carlisle Merchants. Traveling to New Carlisle on Sept. 11th, they took the first of a 3-game series, 6 to 5, in one of the most exciting games played this season. The second game was also won by Patterson Field, score 4 to 2. The team had a very successful season with 14 wins and only 4 defeats.

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The March Field baseball team has at last come into its own. After its organization early in August, the team missed numerous victories by close scores and bad breaks. Great individual power was present, but until recently team work was sadly lacking. However, a 15 to 7 win over the Polly Stars of Riverside turned the tide and raised the team morale to such an extent that since then the team has functioned admirably as a single unit. The following week the Arlington All Stars were defeated.

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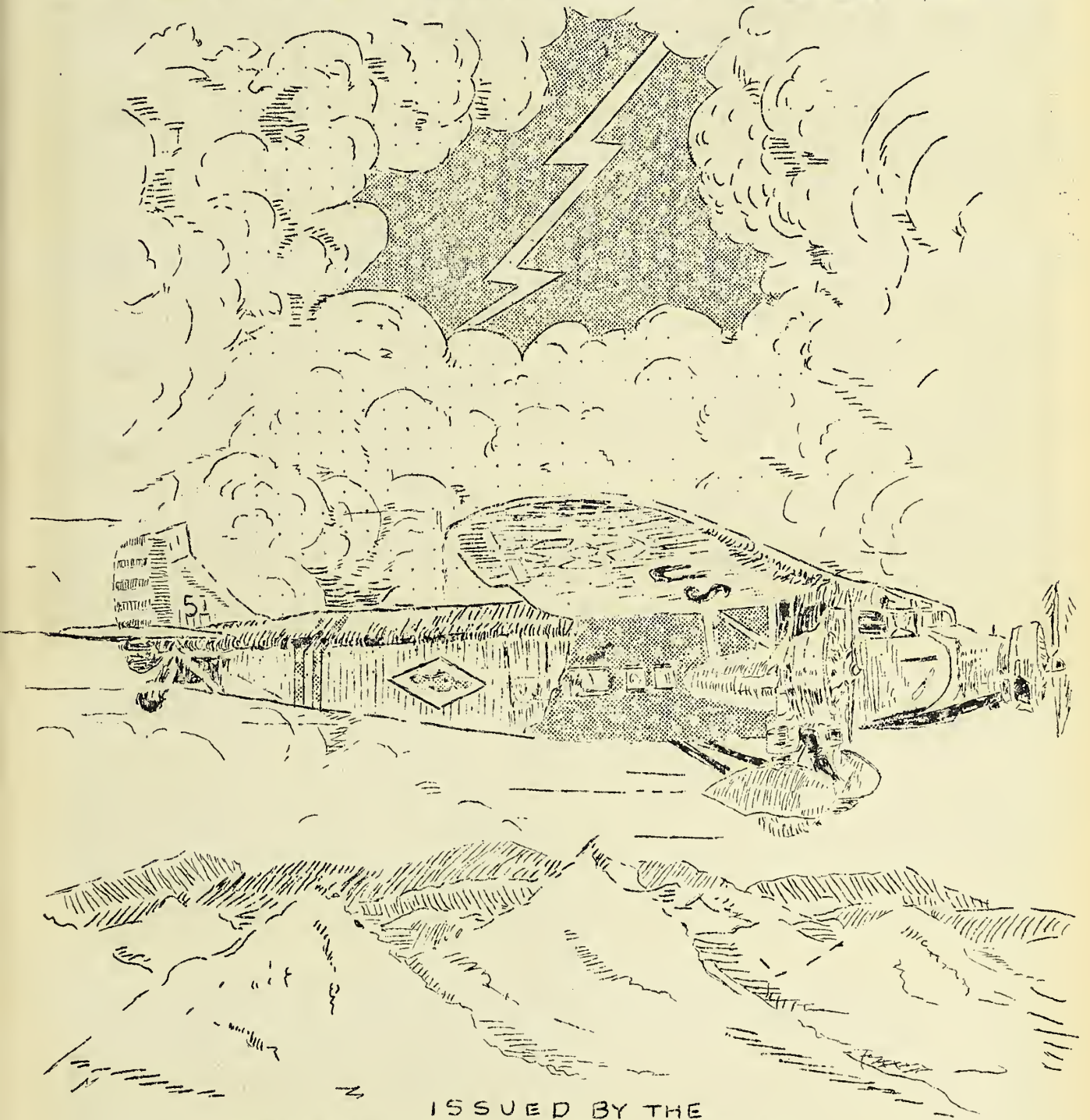
**TENNIS** The Army Central Tennis Committee recently announced the individual singles ranking of the first 12 Regular Army tennis players competing in 1932, basing their decision on results of the Army tennis tournaments and Leech Cup try-outs held in June and July at the Army-Navy Country Club. Among these twelve ranking players, four are from the Air Corps, Flying Cadet Dolph E. Muehleisen holding No. 1 position; 2nd Lieut. Stanley K. Robinson, No. 2; 2nd Lt. John T. Helms, No. 8; and 2nd Lt. Millard Lewis, No. 11.

Flying Cadet Muehleisen, a student in the Pursuit Section, Advanced Flying School, Kelly Field, Texas, became title holder of the Southwest Invitation Tennis Tournament when he fought his way into the finals through his flashy victory over the leading contender - Earl Taylor of Austin. The Tournament was held at the San Antonio Country Club and was witnessed by a large number of fans.

Muehleisen disposed of Taylor in a set of three games by the scores of 6-3, 6-1 and 6-0. He is the twenty-seventh ranking player in the United States and is intercollegiate champion for the year 1931.

# NEWS LETTER

## U. S. AIR CORPS



ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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Information Division  
Air Corps

November 4, 1932

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from Air Corps Fields.

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### NIGHT FLYING - A REMINISCENCE

By Marguerite Jacobs Heron

The advent recently of several travelers who had flown over commercial air lines at night in order to make time on a long journey served not only to make vivid our present vast and growing night airways system, but also to rake up from memory the not so far distant years when night flying was virtually non-existent, except as a great and precarious chance, and when the airplane boasted not even a landing light to mark a path for itself through the darkness to a landing field.

It was in 1919 that Captain Donald L. Bruner, at that time an Air Service Lieutenant, approached the Chief of the Engineering Division at McCook Field and sought permission to undertake work on night flying equipment. The request met with some protest, because of the danger of night flying at that period, but was granted. Captain Bruner had made an analysis of the requirements for successful night operation and had concluded that the first essential would be a landing light to be carried on the airplane, one that would be reliable, capable of throwing a powerful beam, and lacking in the fire hazards attendant upon the pyrotechnic equipment then used for such purposes. The illuminating industry was canvassed for an incandescent electric lamp, capable of operating from the standard 12-volt direct current airplane source. After a thorough search, preliminary tests were conducted, using a 10-volt, 16-ampere bulb, mounted in front of an 8-inch parabolic reflector, the assembly being carried beneath the lower wing and close to the fuselage of a training airplane. Due to low light intensity, improper location, and probably in no small degree to the inexperience of the pilot in this pioneering field of endeavor, the tests were not highly encouraging.

A more powerful lamp was apparently needed. Finally, a few 100-ampere, 12-volt lamps, built experimentally for motion picture projection work, were mounted in a streamline case, a 13-inch parabolic mirror being used as a reflector. At the conclusion of a long and tedious series of flight tests, some 200 hours and 2,000 night landings having been involved, the first crude but successful landing light had been built, and the principles underlying the present designs had been established.

With concentration on a landing light rewarded, development of night airdrome equipment, consisting of wind indicators, flood lights, boundary lights, and a rotating beacon came under consideration by Captain Bruner and his assistants. Over 95 percent of the night flying tests of this equipment were made by Captain Bruner, no other flying officer being assigned to the project. In testing the rotating beacon, some 150 hours of night cross-country flying were performed. In one instance, when using pyrotechnic equipment, fire occurred in the air. This was extinguished before great damage was done to the airplane, but Captain Bruner's summer flying suit was so badly burned that it required salvaging.

In May, 1922, progress had been made to such a point that a complete system for night airways operation existed on paper, all the items having been exhaustively tested under varying weather conditions. A night airways system was then established from McCook Field, Dayton, Ohio, to Norton Field, Columbus, Ohio. This, it is believed, was the first night airways in the world. Regular scheduled flights by McCook Field officers were started over this airways in July, 1923, but one-third of the test flying was still done by Captain Bruner. In the meantime, the Air Mail Branch of the Post Office Department had become vitally interested in the experiment. Full plans and information for an expanded system were given a special agent to the Postmaster General, and an air mail plane sent to McCook Field for the purpose was fully equipped for night flying. The enormous success of night air mail operation, which so shortly followed, has its roots in this work, as well as that of the commercial night air lanes over which our friends travel in increasing numbers.

Captain Bruner has for several years been Chief of the Electrical Equipment Unit at Wright Field, after a period of foreign service which followed his work at McCook Field.

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Ed. Note: Captain Bruner, from his room at Walter Reed General Hospital, where he is at present a patient, adds some of his own remarks to supplement the above.

"When I became interested in night operations," he said, "and approached the late Col. Thurman H. Bane, then head of the Engineering Division at McCook Field, he was a bit apprehensive for my safety, but told me if I was as keen for this work as he thought I was, then I should go ahead with it. Army flyers during the War participated in considerable night flying, but not with the consistent safety necessary for scheduled night air mail or passenger operations. They had the old wing-tip flares for night landings, and I knew there must be something better than these fire hazards. A number of airplanes were burned, it will be remembered, when their pilots failed to keep on taxiing around after making a landing with these flares burning, and the heat from the flares ignited the wing fabric.

Then, again, ordinary searchlights were not so good when used for flood lights to light up a field. For war time operations, a couple of buckets of gasoline set out around the field and ignited were enough to mark the boundaries and allow the pilot to set 'er down, but landing gear crack-ups were plenty. That was war, however, and such crack-ups were not important. However, you couldn't get passengers to go in a transport at night if they were in danger of finding a landing gear strut poked up through the cabin upon the pilot landing. Beacons to mark an airways were also needed - but what kind of beacons? How strong? How far apart? Tilted at what angle? Flashing, arcing or fixed? That was my job to find out.

On the flight when the fire took place, my passenger was Captain S.M. Stribling, Ordnance Department, who was at Dayton and who was also interested in the pyrotechnic part of my job.

A flare cartridge missed fire but jammed in the outlet chute. Not knowing this, I shoved another in the ejector breech and set it off. The ball of fire started blazing but became stuck in the chute on top of the first cartridge. I had to handle the airplane controls to keep the ship in the air, but reached up on the forward cowling for the Pyrene. It was in its clips too tight for me to release it, so Capt. Stribling climbed over the cowling of his cockpit, stood one foot on my knee and released the extinguisher. Just then his foot slipped, but he grabbed my head to steady himself. My neck was sore for a week, but he extinguished the fire. Fortunately, we were both equipped with parachutes, although this was before the Air Corps was universally equipped with them. Looking back at it now, we could have jumped via parachute had things gotten too bad, but at that time excitement reigned in and around the front cockpit of the D.H.

The funniest thing (it didn't happen to me, so I can view the incident in a humorous light) in connection with Very pistols was the time one pilot, in going aloft for a practice night flight, yanked out his pistol and held it over his head, preparatory to shooting the signal. The slipstream forced his arm, hand and pistol back so far that when he pulled the trigger the ball of fire went down into the empty rear cockpit and lodged in the tail. However, he came down, landed safely, and the fire was extinguished before it did any damage to speak of."

"Yes, I have been lost many times at night," Captain Bruner stated in answer to that inquiry, "but always managed to orient myself before my fuel gave out."

Almost fifty percent of Captain Bruner's flying time, it might be added, has been on night flights, little of which was on the lighted beacon-paved airways of the later days. Most of this time was over country only lighted up here and there by cities and towns which all look alike to a pilot flying through the night.

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#### SOLAR ECLIPSE EFFECTED NO CHANGE IN COSMIC RAYS INTENSITY

The numerous negatives showing values of Cosmic Ray intensity, made from an Army plane by Capt. A.W. Stevens, Wright Field, piloted by Lt. C.D. McAllister, flying at 27,000 feet during the recent solar eclipse, were measured and plotted by Dr. Lewis Mott-Smith, of Rice Institute, at the Materiel Division, Wright Field. Within the probable limit of accuracy (2%) of the apparatus used in the plane, it was found that no change in intensity occurred during the eclipse. A small change is known to take place daily at the earth's surface. If the part of the Cosmic Rays responsible for this diurnal change in intensity has been coming directly from the sun, then at this altitude a change decidedly in excess of the probable error of measurements of the apparatus used might have been expected during the eclipse. The conclusion is that part of the rays responsible for the diurnal change probably comes from a much more extended region of space than the sphere of the sun itself.

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#### MIMIC WAR WAGED IN AIR ABOVE ST. LOUIS

The 61st Coast Artillery (Anti-Aircraft) Regiment, of Fort Sheridan, Ill., commanded by Lt.-Col. J.A. Green, aircraft from Scott Field and the 110th Obs. Sqdn. Missouri Nat'l Guard, commanded by Lt.-Col. John A. Paogelow and Major Philip R. Love, respectively, staged a mimic war in Forest Park, St. Louis, Mo., on the night of October 12th.

An airship from Scott Field was the first to try to approach the city undetected by the lights of the regiment, but it had hardly reached the far limits of the Park when a 7-mile finger of light focused on it, illuminating its silver bulk. An instant later, the beams of the four other searchlights, located in various parts of Forest Park, were turned on the dirigible. As the first searchlight revealed the airship, the thrill of the scene brought a concerted "Ah" from the assembled thousands. Several minutes later, four of the light beams picked up a hazy bulk in the eastern sky which, on close inspection, proved to be three planes flying in close formation. One light, shifted to the left, picked up a fourth plane flying solo. As three of the planes swept across the sky at an altitude of 5,000 feet, the searchlights never left them. The single ship turned tail and fled in the direction from which it had come, with the searching glare of an 800,000,000 candle-power beam following it. The invaders came over in elements of three ships each at 10-minute intervals. Each element made two trips over the city as all St. Louis turned its gaze aloft.

Operating in conjunction with the searchlights were three sound detectors, an electrical apparatus with four metal ears capable of detecting the throb of an airplane motor several miles away. Light and detector are synchronized so that both will point simultaneously in the direction from which the invader is approaching. Having located the aircraft with its "ears" and "eyes" it is then the business of the regiment to go to work with the 3-inch anti-aircraft guns and the .50 caliber machine guns. Four of these guns were set up near the Municipal Theatre in the Park, but they were not fired, greatly disappointing hundreds of youngsters and a number of adults who visited the battery area. Tens of thousands of spectators thronged the Park and surrounding territory for a close-up of the show. Other thousands remained at home, viewing the spectacle from porch, windows or curb. Motorists arriving late at the Park endeavored to negotiate crowded drives while craning their necks to view the show overhead. Numerous minor collisions resulted.

The air program was suggested by Lt.-Col. John A. Paogelow, Commandant at Scott Field, where the anti-aircraft regiment was encamped, to give St. Louis an opportunity to observe the latest methods of anti-aircraft defense. Arrangements for the show were made by the Air Board of the Chamber of Commerce. The searchlights, guns and sound detectors were hauled to the Park in trucks belonging to the regiment and later returned to Scott Field.

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The cover design for this issue of the News Letter, portraying an Army transport flying over mountains during an electrical storm on an errand of mercy, was suggested by Private Henry H. Mazlen, 59th Service Squadron, Langley Field, Va. The sketch submitted by Private Mazlen was re-drawn by Mr. F.C. Barry of the Patent Section, Office Chief of the Air Corps.



ANNUAL TACTICAL INSPECTION OF FIRST PURSUIT GROUP



AJOR General Frank Parker, commanding the 6th Corps Area, accompanied by Colonel Russell C. Landon, Infantry, commanding the 2nd Infantry, and Lieut.-Col. Francis A. Ruggles, F.A., Sixth Corps Area, Assistant Chief of Staff for Training and Operations, arrived at Selfridge Field at 10:00 a.m., Monday, October 17th, to make his annual tactical inspection of the First Pursuit Group. For the purpose of demonstrating the tactical ability of the Group, a Pursuit problem, typical of Pursuit operations during war time, was arranged. The problem concerned the protection of industrial centers from Bombardment aviation. A general situation was assumed involving a war between Reds and Blues. This situation is used as a basis for continual tactical training of the Group, and considers a state of affairs somewhat as follows:

GENERAL SITUATION - BLUE AND RED (Rand McNally State Map of Michigan used).

Two states, RED (West), whose boundary lies along the line Bay City - Saginaw - Lansing-Hillsdale, and BLUE (east), have been at war for approximately 1 1/2 years. During the winter of 1931-1932, the REDS, who were better equipped, drove the BLUES to the east of the St. Clair-Detroit Rivers and occupied the important centers at Detroit and along the St. Clair Rivers.

About the 1st of June, 1932, the BLUES, having assembled large forces drawn from the east, made a determined attack to regain the lost territory and reestablish the boundary line. On the 1st of October, 1932, they had driven the REDS west to the general line Port Sanilac (M-25) - Lapeer - Holly - Ann Arbor - Monroe, and were assembling additional forces to continue the offensive. Continued strong concentrations were taking place in the vicinity of Chatham (Canada) and London (Canada) with the intention of making movements across the St. Clair and Detroit Rivers as reinforcements. Several pontoon bridges had been established across the St. Clair River between Port Huron and Algonac, and also in and around the vicinity of Detroit."

The special situation concerned a radio problem which established information of enemy bombardment attack on Detroit industrial activities and involved immediate take-off, search for, and interception of enemy Bombardment. Unfortunately for all concerned, bad weather prevented the completion of the problem. The take-off, change into search formation, and a reassembly of the Group was effected, however. General Parker viewed the activity from the gunner's cockpit of a P-16, fast two-seater Pursuit.

After the problem, General Parker gave a short talk to the assembled officers of the Group, in which he expressed his approval of their training, and discussed plans for Air Corps demonstrations at the World's Fair to be held at Chicago next year. After the General and his staff lunched with Major Brett at the Officers' Mess, he departed for Chicago in an O-25B, piloted by Capt. Carl W. Connell, Air Officer, 6th Corps Area. Col. Ruggles, with Lieut. J.V. Crabb, Air Corps, departed in a P-16.

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TYPE B-5 PILOT'S HELMET

A new helmet which is especially comfortable to any shape of face or neck was developed at the Materiel Division, Wright Field. This helmet has adjusting cords around the binding edges, and the chin strap has been eliminated in favor of a piece of soft leather material which is fitted over the chin with a cut-out for the point of the chin to come through. The new helmet has been found more comfortable than the old type with the strap coming under the chin which, pilots complained, chafed the neck and often had a choking effect. The material used in the new type is a single thickness of lamb shearling without the conventional outer leather shell. This conforms nicely to the shape of the head. Chin guard and straps are of leather.

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TWO NATIONAL GUARD AIRMEN JOIN CATERPILLAR CLUB

From Lieut. H.C. Claiborne, of the 115th Observation Squadron, 40th Division Air Corps, California National Guard, who succeeded Lieut. Gard as correspondent for the News Letter, it is learned that during the annual encampment of this organization at San Luis Obispo, Calif., 2nd Lieut. Charles Haas and Private R.H. Hebner made forced parachute jumps from a disabled O-17 airplane. Lieut. Haas' story follows:

"On July 12th I took off at 2:25 in an O-17 with Pvt. Hebner as passenger. We climbed up over the fog and reached an altitude of about 3,000 feet. I started to dive down thru a hole in the fog and pulled out at about 2,600 feet. As I pulled out I heard a sharp report like that of a gun, followed by a crunching sound. I looked up to the right and where the right wing should be I saw blue sky. I caught a glimpse of the right wing leaving the ship out of the corner of my eye. The center section seemed to be raising up. It looked bad for us and I was afraid that Hebner would not be able to get out on account of the wires and struts that held to the ship. I yelled 'Let's go' but on account of the terrific noise he did not hear me. I put my legs underneath me, flipped my safety belt, straightening my legs as I did so. The ship had done a half roll and was diving vertically, throwing me out. I came out looking straight down and saw the ship headed for the ground in a right vertical spiral. I pulled the rip cord and the chute opened immediately. I wondered if Hebner was still in the ship and was greatly relieved to see his chute open three or four hundred feet below me. He landed safely and I saw him pulling in the shroud lines of the chute. I slipped my chute a little and made a quarter turn so as to land forward. It looked like I was going to land on some rocks so I decided not to try to stand up. I landed on a small hill just before reaching the top and was dragged about 15 feet before I could spill the chute. I saw Hebner walking over the top of the knoll toward me, and we were both O.K. We landed at 2:35 p.m."

The ship continued its vertical descent, crashed about 100 yards from the men, and was a total washout. Otherwise, the camp was a very satisfactory one. The entire training schedule of the Air Corps unit was completed and, in addition, several interesting cooperative problems were performed with the Infantry and Artillery. Lieut. J.G. "Dinty" Moore, of March Field, acted as our Camp Inspector and made himself thoroughly popular with all the officers of the command. We would like to have him again next year. Of course, our own

Capt. Eugene "Joe" Bayley, Unit Instructor, was with us and gave the outfit invaluable aid in a thoroughly practical and friendly way. The Squadron was happy in having as its guest during camp Lieut.-Col. Isaac Jones, ORC, and Mr. Paul Lukas, the well-known cinema actor, who flew his own ship into camp.

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#### GRADUATION OF STUDENTS FROM ADVANCED FLYING SCHOOL

A class of 108 students was graduated from the Air Corps Advanced Flying School on Oct. 14th. Graduation exercises were held at 10:00 a.m. in the War Department theatre, Kelly Field, Texas, preceded by an aerial review participated in by students. Brig.-General S.D. Rockenbach was the principal speaker, introduced by Lt.-Col. H.B. Clagett, the Commandant. Brig.-Gen. Charles H. Danforth, Commanding the Air Corps Training Center, presented the diplomas to the graduates. The class was specialized, as follows: Attack, 4 Regular Army officers, 4 Flying Cadets; Bombardment, 14 Reg. Army officers, 14 Flying Cadets, 2 enlisted men; Observation, 12 Reg. Army officers, 19 Flying Cadets, 2 enlisted men; Pursuit, 14 Reg. Army officers, 19 Flying Cadets, 1 enlisted man. First Lieut. Nicolas DeLeon, Jr., Guatemalan Army, was graduated in Attack, and two Chinese students, one an officer in the Chinese Army and one Chinese civilian, completed a Special Observer's course.

The names of the members of this graduating class were published in the issue of the News Letter of October 18th. Assignments to stations of the Regular Army officers were also given. Since that time, Special Orders of the War Department were issued, assigning the Cadet graduates to extended active duty under their Reserve commissions, as follows:

To March Field, Riverside, Calif.: Harry Crutcher, Carl Homer Eaker, Vincent Ford, Laurel Jesse Gephart, Dolf Edward Muehleisen, Arthur Henry Skaer, Jr. -- To Mitchel Field, N.Y.: Harold D. Harmon, Everett Cantwell Plummer, Charles Wallace Stouff, Donald Newman Wackwitz -- To Selfridge Field, Mich.: Quinn Marvin Corley, Clark Lorenzo Miller, Bruce Clinton Pettigrew, Clyde Hall Wood, Jr. -- To Scott Field, Ill.: Marvin Claude Glasgow, Lars John Halvorsen, Leonard Prine Kleinoeder, Morris Henry Shedd -- To Barksdale Field, Shreveport, La.: Joseph D. Caldara, Marcus Fleming Cooper, Cecil Darnell, Samuel B. Eisenmann, John Gebelin, Jr., Richard Filip Vavrina -- To Langley Field, Va.: Charles Albert Cowing, Richard W. Henderson, Earl Dallam Johnson, Edwin Anthony Joyce, Joseph John Kelley, Russell Isaac Oppenheim -- To Fort Crockett, Texas: William Leigh Bogen, Clayton Baxter Claassen, Harry Noon Renshaw, Craven Clark Rogers -- To Panama Department: A.J. Bird, Jr., Charles M. Dittrich, Jr., James W. Furlow, Edward Morris Gavin, Donald Robert Hutchinson, Charles H. Lesesne, Jr., Horace H. Manchester, William J. Sindo, Richard B. Stophlet, Luther W. Sweetser, Jr. -- To Hawaiian Department: William L. Combest, George A. Doole, Jr., James Roy Ducrest, Jephtha W. Fator, Scott Flower, Lester S. Harris, Frank N. Moyers, Byron G. O'Hara, Stuart E. Rutherford -- To Brooks Field, Texas: William W. Amorous, Claire B. Collier, Orville Tibbs.

A new class of students reported at the Air Corps Advanced Flying School on October 16th. Ground school began October 17th, and flying training on the 20th. The 97 students in this class (3 Regular Army officers, 89 Flying Cadets, and 5 noncommissioned officers) are assigned to Sections, as follows: Attack, 15; Bombardment, 18; Observation, 19; Pursuit, 45.

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#### INCREASE OF NIGHT FLYING ACTIVITIES

Since the installation of night flying equipment at Selfridge Field, night flying has increased rapidly. All Squadrons have alternated in individual, formation and night training flights. To date, everything has been according to schedule, and no trouble reported. It is planned to continue night flying activities indefinitely to insure the adequate training of all pilots in this important phase of flying.

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#### HUGH HERNDON AT MATERIEL DIVISION By Marguerite Jacobs Heron

Wright Field personnel recently had the pleasure of hearing from Hugh Herndon an account of his and Clyde Pangborn's flight of last year, when their ambition to beat the time of the Graf Zeppelin around the world had to be speeded up to beat Post and Gatty's time around the world, which in turn had to be abandoned in favor of an attempt to win the \$25,000 prize offered by the Tokio Times for a non-stop flight across the Pacific Ocean from Japan to the United States. This prize the gentlemen won, and the manner of the winning made a yarn that lost no whit in Herndon's spirited telling. Newspaper details of the flight are no doubt well remembered.

Herndon and Pangborn, looking down above Tokio and mistaking the police who had come to arrest them for high officials come to welcome them, unaware that they had broken rigid Japanese laws by coming into the country without permission, had landed with their faces set for cheers only to gradually learn, even in the obscurity of the Japanese tongue, that hearty disapproval awaited them on every side. Well, Herndon made the picture exceedingly living and humorous.

The struggle to get their affairs so adjusted that they might leave the country; the paying of a \$2050 fine for their transgressions; their decision to try the Pacific crossing; the triumphant landing near Spokane after a splendid piece of aerial navigation - the whole story had the tang of gay adventure with courage, perseverance and good American ingenuity strongly present though unmentioned. The technical side of the flight was not neglected by Mr. Herndon in his talk. Ways and means had not been left to chance. But unlike many flights, the technical was overshadowed for us by the things that "happened." General Pratt introduced Mr. Herndon.

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The 325th Reserve Observation Squadron at Bowman Field, Louisville, Ky., recently observed the opening of their new hangar. With the object of showing the civilian populace a variance of types, Selfridge and Wright Fields were asked to send a ship of each type. Four officers from Selfridge Field, Mich., attended, Captain Fred C. Nelson flying a P-6G, Lieuts. Roger M. Ramey, a P-26, Donald L. Putt, a P-6E and George F. McGuire, a P-12E.

## FORCED LANDING IN HAWAIIAN WATERS PROVES DISASTROUS

Failure of the left motor of a B-5A Bomber, piloted by 2nd Lieut. John C. Kilborn, and the inability of the plane to maintain altitude on one motor, necessitated a forced landing on the water, about 3 miles off Koko Head, as a result of which Corporal John Hart and Pvt. Johnnie W. Long, passengers, were drowned. The plane landed near a sampan which was cruising in the vicinity and, after striking a large wave, it nosed over. Lieut. Kilborn and Sergeant Stephen P. Riales, Crew Chief, managed to partially inflate the emergency raft and launch it. A Douglas Amphibian plane, piloted by 2nd Lt. Robert E.L. Choate, immediately landed beside the wrecked Bomber, but the waves, lashed by a strong wind, prevented an approach near enough to effect a rescue. The sampan immediately came to the assistance of the imperiled airmen and rescued Lieut. Kilborn and Sgt. Riales. Corp. Hart was picked up a few minutes later in an unconscious condition. He was rushed to the shore, but the use of a pulmotor, combined with adrenalin and caffeine injections, failed to revive him. Pvt. Long was not located, in spite of a prolonged search, and it is assumed he was carried down with the wrecked Bomber, which sank after approximately 15 minutes.

The high waves caused the left wing pontoon on the Douglas to fill with water and, because of this, was unable to maneuver or taxi, except in a circle. The sampan took it in tow, but the waves were so strong that on two separate occasions the tow lines of 1-inch Manila were snapped. Finally, the lines were doubled, and the 2-inch Manila held. The Airplane Tender, USS AVOCET, and Destroyer REEVES from the Pearl Harbor Naval Station, were promptly dispatched to the rescue, and the AVOCET lifted the Douglas on deck and returned it to Luke Field. Four Navy seaplanes from the Pearl Harbor Base also responded to assist in the rescue. Outside of shock and a few minor bruises, Lieut. Kilborn and Sgt. Riales suffered no other injuries and have now fully recovered.

The wrecked Bomber was one of 25 planes, consisting of Bombers, Observation and two rescue planes of the 5th Composite Group, carrying 35 officers and 49 enlisted men, which departed from Luke Field Sept. 16th for the Islands of Molokai, Maui, Lanai and Hawaii, for the purpose of gaining experience in Group and Squadron cross-country flying, to familiarize personnel with Inter-Island airways fields and facilities and to conduct Group communication problems. Landings were made at all of the above fields as per schedule. All Observation planes were equipped with auxiliary gasoline tanks and all were refueled at the airport base at Upolu Point. Rations and bedding for enlisted personnel were carried in the Bombardment planes of the flight and camp was established at Upolu Point. The commissioned personnel were housed at Kilauea Camp. All personnel of the entire flight were the guests of Kilauea Military Camp, and during their stay made the trip to Halemaunau Crater, Kilauea. A guide was furnished by the National Park Service, and the party visited the lava tubes, sulphur banks, and all points of interest.

On Sept. 18th, the entire flight made their departure from Upolu Point, Hawaii. Constant radio communication was maintained with the home station and between the units of the flight. One of the Amphibians, acting as a radio net control plane, recorded all movements without deviation from the prearranged schedule and without mishap until the flight was within 5 miles of Oahu on the return trip, when Lieut. Kilborn experienced motor trouble.

On Sept. 22nd, a funeral service for Corp. Hart and memorial service for Pvt. Long were held in the chapel at Luke Field with full military honors. The 64th C.A.C. Band and the entire 5th Composite Group formed the funeral procession.

Major-General Briant H. Wells, Commanding the Hawaiian Department, in a letter of appreciation to Rear Admiral Yates Stirling, Jr., Commandant, 14th Naval District, for the valuable services rendered by the Naval personnel going to the rescue of the Air Corps personnel of the Bombing plane which landed on the water, stated that these men acted with promptness and efficiency and rendered timely aid. "The assistance given on this occasion," General Wells added, "is an indication of the efficiency of your organization and of the fine spirit that animates your personnel when called upon in an emergency."

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## AND NOW HIS FORMER SERGEANT GIVES HIM ORDERS

According to the News Letter Correspondent, the newest rookie in the 1st Observation Squadron at Mitchel Field, N.Y., is Joseph B. Donnelly, of late a Second Lieutenant in the Reserves on active duty at Fort Crockett. He has been rated Private, 1st Class, enlisted pilot, by orders from Washington. Graduating from Kelly Field in October, 1930, Donnelly was assigned to the Third Attack Group at Crockett, and was subsequently placed on duty with the 8th Attack Squadron. While in this Squadron, Donnelly held down the job as Assistant Operations Officer and Mess Officer. His first sergeant was Staff Sgt. Patrick Hayes. Fate turned a peculiar crook when Donnelly was assigned to the 1st Squadron at Mitchel Field after his enlistment, because the first sergeant in that outfit is the same Patrick Hayes.

Donnelly now takes his orders from Sergeant Hayes with a grin, gets along well with the men, and says he likes life as an enlisted man.

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## A PERFECT LANDING ON A PUBLIC HIGHWAY

While performing acrobatics in a Pursuit plane at an altitude of 3,000 feet over the Island of Oahu recently, 2nd Lieut. F.J. Havelick, Jr., Air Reserve, Wheeler Field, T.H., experienced motor trouble. Believing the float in his carburetor to have become jammed, he attempted to adjust it while in a glide. Being unable to do so and having lost 2,000 feet altitude, it was necessary for him to effect an immediate landing. There was no suitable landing field, but the broad highway of the Schofield Road loomed up beneath Lieut. Havelick. Picking a straightaway in the road free from traffic, he made a pretty 3-point landing on the crown of the road. After adjustment of the carburetor float, and with the aid of two traffic police, who held up traffic, Lieut. Havelick took off, completed his acrobatics and proceeded to his home station.

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All pilots of the 72nd Bombardment Squadron qualified as expert aerial gunners during their stay at the Air Corps Waimanalo Reservation, Hawaii, recently.

## EYES OF THE ARMY

By 2nd Lt. Philip B. Foote, Air Reserve



PROBABLY it was in the crude brain of the prehistoric man as he watched with keen interest the graceful maneuverings of winged creatures and wished he might also soar in the sky that the spark of the idea of human flight was generated. But he understood nothing of the laws of nature; he did not know how to develop his idea; so he was forced to be content with only his dream. But that dream he passed on and on to all the generations that followed him. And each generation learned a little more about the principles of physics; and each generation put its new knowledge into practice. And finally man began actively to strive for the fulfillment of that old desire - flight. Crude, to be sure, were his early efforts and marked, perhaps, with foolhardy inventions predestined to failure. But experiment after experiment was made. And failure after failure followed, sometimes taking a toll of human life - life not wasted, however. And at last, relying more and more on the aid of science, man developed the balloon. Surely this was flight, but breath-taking as the first successful balloon ascension must have been, it did not quite satisfy man's craving to imitate the flight of birds, to which he again turned for his model in further experimentation.

The story of the first successful airplane flight by the Wright Brothers at Kitty Hawk, N.C., is well known to everyone. Then came the daredevil who went aloft to display to the world his skill and his daring; he thrilled vast crowds with his acrobatic maneuvers, put to shame the lesser birds, and often paid with his neck for this thrill. He also accomplished much for aviation, both in developing airplanes and in showing the possibilities of human flight; but on the other hand, his stunting, made flying seem more dangerous than it actually was, just as automobile driving would seem most unsafe if one were to consider only race track driving..... Then, in 1914, Mars gave to airplane development and human flight what has, perhaps, been their greatest single stimulus. Balloons had previously played an important part in military operations, but airplanes did not enter the field of combat to any great extent until the World War, during which the powers of the world vied with each other in construction of vast air armadas for the destruction of the enemy. The value of military aircraft was keenly realized on both sides of No Man's land; supremacy of the air meant a great tactical advantage for the force holding it. And so aviation took a powerful stride forward.

But the story of the development of aviation from the foolhardy experiment of a few years ago, through the phase of being a sport for the thrill seeker, on to its extreme importance in military operation, is common to all followers and enthusiasts of aviation, as is also its commercial development since the war, giving rise to huge airplane transportation lines, girdling the earth and carrying human cargo to points hitherto difficult of access, with speed, comfort and safety. The airplane is no longer an infant experiment. It is probably still in its extreme youth, but surely it is here to stay.

There is, however, a phase of aviation which is vastly interesting and vastly important, but which is little understood by people in general. I refer to modern military aviation. Since the World War, military aviation has established itself on a firm basis. Constant development of military aircraft, both of the combat and transport types, has been the guiding motive of our Air Corps. Experimental laboratories for perfecting aircraft and motors are operated, and final tests are given all those types of airplanes, motors, etc., which satisfactorily pass the initial or experimental stage.

Military aviation in our country is divided into four main branches of the Air Corps, namely, Attack, Bombardment, Pursuit and Observation. Attack is the branch which has as its prime function the attack of ground troops from the air. It is this force that is used to harass the enemy troops in the trenches and on the march by the use of small bombs and continuous machine gun fire. Used as it is chiefly against Infantry, Cavalry and Field Artillery at moments of concentration, it relies particularly on the element of surprise to accomplish its mission. The tactics employed by this branch of the Air Corps include a swift advance against the enemy troops by fast, low flying airplanes, carrying considerable fire power.

Bombardment Aviation is that branch of the Air Corps which has as its main objective the bombing of strategical points in the enemy's zone. Bombardment airplanes generally concentrate on such targets as bridges, railroads, railroad yards, supply depots, ammunition depots, concentration camps, etc., and therefore do not have to rely so much upon surprise to accomplish the mission. These planes, designed to penetrate deeply into enemy territory to destroy objectives and cause damage of strategical importance, carry an enormous quantity of bombs, and are able to stay aloft many hours. Speed is not of prime importance in this type of ship, although it is, of course, an advantage.

Pursuit aviation is that branch of the Air Corps which has as its tactical duty the destruction of hostile aircraft and the protection of friendly aircraft. To accomplish its mission, the Pursuit plane must be fast and extremely maneuverable. It is generally of the single-seater type, although one type of our Pursuit ships are two-seaters. In the execution of its mission, Pursuit aviation usually advances as a formation of nine or more ships, often acting as a convoy to a formation of Bombers. In such an instance, it is the mission of Pursuit aviation to see that hostile airplanes do not interfere with the execution of the Bombardment mission. For example, if an enemy flight were to attack the formation, it would be engaged by the Pursuit, thus allowing the Bombers to proceed on the mission of destruction. As soon as the battle is over, the Pursuit would again join the convoy, if possible. Pursuit aviation also operates largely against hostile Observation and Attack airplanes.

And finally there is Observation aviation, that branch of the Air Corps having as its prime mission the gathering of information of the enemy and of the friendly troops in combat, and the dissemination of this information to the friendly commanders from these aerial observations. Observation aviation is less spectacular than the other three components of the Air Corps. Pursuit, Bombardment and Attack form the tactical branch known as the Air Force, while Observation, known tactically as the Air Service, usually plays a lone hand in the performance of its mission of gaining information which in war is so vital to the effective employment of the air and ground forces. It is with this type of employment of Military Aviation that the average American is unfamiliar. He sees the Aerial Review of the Air Force, the spectacular maneuvers of the Pursuit, the unwieldy bulk of the monstrous Bomber, but he knows little of the operations of the Observation airplane and its crew - the pilot and observer.

Observation airplanes are the eyes of the Army, and without their employment aerial forces would be of little value. It is the Observation airplane that directs the Attack airplane to its target by radio; locates targets suitable for the Bombers; locates enemy air concentrations for the Pursuit; reports enemy ground concentrations to the friendly ground commanders; adjusts and reports artillery fire; maintains liaison between advanced units and higher command; and, in general, supplies all necessary information of both enemy and friendly forces within its zone of action to higher command. The Observation airplane, unlike other types in the Air Corps, does not as a rule work in formation, but as a single ship. In this way the probability of discovery and attack by hostile Pursuit is diminished. Each Observation airplane carries an observation team, composed of a pilot and an observer, who must be mutually supporting and have confidence in each other, as team work is absolutely essential if a successful observation mission is to be accomplished. This means that through training the pilot and observer must develop a style and form of working understandable to both.

The business of being an aerial observer is no easy profession. In the first place, the observer today is also a pilot of aircraft and must know all the sciences attached to flying, such as navigation, meteorology, motors, airplanes and related sciences. In addition to this knowledge, an observer must be a competent radio operator, able to transmit and receive radio code and radio telephone, both in the air and on the ground. He must also be a competent aerial photographer, familiar with various types of aerial cameras, their uses and limitations, able satisfactorily to secure all types of aerial photographs, including obliques, verticals, reconnaissance strips and mosaics, for aerial photographs play an important part in modern warfare.

The observer must also be well versed in the art of aerial gunnery and bombing, in order that he may protect his ship in case of attack by the enemy, and occasionally he may even be called upon to attack certain enemy positions. Of course, the prime duty of Observation aviation is to gain information and not to fight, as fighting only delays the mission and prevents valuable information from reaching the higher command, but fighting is often necessary to protect the ship against enemy attack. Less often will Observation airplanes be called upon to bomb, but in the pinch of circumstances during hostilities the observer must be ready to do a Bomber's job in addition to his own. Further, the observer must be thoroughly familiar with the tactics and organization of the ground troops with which he is working and with the tactics and disposition of the enemy troops within his zone of action. For example, if he is working with the Infantry, he must know Infantry tactics and strategy, so that he may intelligently interpret movements on the ground and foresee the information requirements of the troops which he is supporting in order to supply them with the necessary information concerning the enemy in time to aid the friendly commanders in making their decision.

The observer must be able to report and adjust artillery fire, for without accurate aerial observation long distance bombardment by artillery is greatly handicapped. To accomplish successfully this type of mission, the observer must have a knowledge of artillery tactics and be able to select and transmit by radio to the friendly artillery battery the location of advantageous targets in time for the battery to accomplish destruction. In a word, the observer must be a flier able to accomplish flying missions of all types related to Observation aviation. He must be familiar with the tactics and strategy of all ground troops - Infantry, Cavalry, Field Artillery, Coast Artillery, etc. He must be a radio operator, photographer, signalman, and gunner, and at times almost a mind reader. And, unlike other flying personnel of the Air Corps, he is handicapped and impeded in his work by the multitudinous paraphernalia with which he must equip himself for flight if he is to carry on a successful mission.

The very essence of his job is to be prepared for any type of observation mission on a moment's notice. And often his mission will be changed while he is in the air. To be prepared necessitates the carrying of a quantity of equipment. Of course, the mere act of flying in an open ship requires the wearing of flying suit, flying scarf, parachute, helmet and goggles - but add to that helmet radio phones with a six-foot cord attached, and its comfort is not increased. In addition to this equipment, the observer must carry a microphone strapped across his chest for voice transmission over the radio and for interphone communication with his pilot; a message board, on which all messages sent and received by radio are entered; a map covering the area over which he is to work; a number of drop message bags, which are used to drop messages to command posts or bodies of troops not equipped with radio. Then in conjunction with the drop message equipment, an air-ground message pad is used on which messages to be dropped are written. Often it is necessary for the ground troops to reply to the drop message, or further information may be desired, so the observer must carry pickup message equipment. This consists of a reel on which is wound about fifty feet of carpenter's cord, weighted on the end by a large lead hook. If the ground troops signal that they wish the airplane to pick up a message, the ship approaches close to the ground, and in a nearly stalled attitude. The observer unwinds the pick-up cord, and as the ship passes over a loop of rope into which the message in a bag has been tied and suspended on two ten-foot poles, he allows the lead hook to engage in the loop by lowering the cord the proper distance. In this manner the message is picked up. The observer then reels in the cord and has his message.

Then a very pistol must be carried by the observer as a means of transmitting signals by pyrotechnics to the ground troops, and likewise an aerial camera with which photographs are taken to show actual disposition of troops and objects on the ground and to show the result of artillery fire on the objective. Air-ground liaison code sheets, which are used to codify radio messages and deny the information to the enemy in case of interception of the message, are also carried, although during actual hostilities codes, of course, are not carried, and the code must be memorized by the observer. This probably makes up the total required equipment for the normal observation mission.

Yes, the work of the aerial observer is somewhat hampered by the necessity of carrying so much equipment, but to my notion his job is perhaps more interesting than that of any other military airman. He has a grandstand seat or a birdseye view, so to speak, of the zone of hostilities. He is in constant contact with the actual fighting, and can really understand what is going on below him. He is not lost in the rush of excitement, but has his fair share of thrills. He has his private battles in the air, and, finally, he accomplishes his bit toward the successful conclusion of war and the advancement of aviation.

Ed. Note: This article was broadcasted from the studio of the University of California over radio station KPO, at 7:30 p.m., Sept. 28, 1932, in conjunction with an aviation program arranged by the University.

## SEARCHLIGHT DRILL IN HAWAII



SPECTACULAR searchlight drill was staged on the evening of Sept. 23rd in honor of Brig. General W.E. Cole, Commanding the Hawaiian Separate Coast Artillery Brigade, who departed for the mainland on October 4th. At 8:00 p.m., all lights on the main post were darkened and, simultaneously, 27 anti-aircraft searchlights, each having the high power of 800,000,000 candle, illuminated the sky. The beams of these searchlights converged over the center of the parade ground. Considerable comment was occasioned by the unique effect produced by the different colored searchlights and the light reflected from the highly polished arms and equipment of the 64th C.A.C. Regiment. The officers were dressed in white uniforms, while the enlisted men wore the new sand tan. Lieut. McNaughton, of the 11th Photo Section, cooperated with the demonstration by taking aerial night views of the display. Tech. Sgt. John P. O'Callaghan, of the 11th Photo Section, was stationed at the top of Punchbowl, approximately 2½ miles from Fort Shafter, and there made still pictures. Lieut. McNaughton's reaction to night aerial reviews is as follows:

"Having 27 searchlights, with a combined strength of 2,800,000,000 candle power, flashed on you at the same time while flying 5,000 feet above them, is rather startling at first. I soon discovered, however, that the rays of light were so narrow that I could have one wing in the edge of the light and look over the opposite side of the plane and not get any glare at all. This fact was proven when we flew into the center of the beams and took a picture straight down without over exposure.

From the air, the rays appear perfectly parallel, forming a cylinder of light. They do not seem to converge at the top as they do when viewed from the ground. Whenever a cloud would intercept the rays, the reflected light would light up the sky much brighter than the unintercepted beam. In fact, it was possible to read the instrument board at a distance of approximately one-quarter of a mile away from the beam when the beam was reflected against a cloud. A photograph taken of a beam of light playing on an object would reveal the shape of the object, but would not show the ray of light."

The following are Technical Sergeant O'Callaghan's reactions:

"I expected a great volume of light of high actinic register and set up on "Punchbowl" with the idea of photographing the pattern and design of the searchlights from a distance. The exposures were made at 1/50 second on Hypersensitized Panchromatic Aerial Film. There was almost no deposit on the film. This leads me to believe that the rays were toward the long end of the spectrum, somewhere about 5,500 a.u. (green and yellow green). The beams of light were condensed into narrow pencils and showed very little where the axis of the lens was perpendicular to the beam. The clouds were very high, so that there was nothing to intercept the beams. If they had been projected more nearly horizontal, they would have been intercepted by objects, such as buildings on the ground, in which case, the reflected light would have been easily photographed. Some success was made in photographing the display from Luke Field. The exposure time in this case was about 10 minutes on Commercial Panchromatic Cut Film used in a View camera of 12" focus."

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## TWO AMPHIBIANS FOR ROCKWELL FIELD

The number of airplanes assigned to Rockwell Field was increased on the receipt of two Douglas Amphibians, type Y1C-21, delivered from Bolling Field recently by Capt. Albert F. Hegenberger, 1st Lts. L.J. Carr, G.C. Jamison, 2nd Lieut. N.B. Harbold. Mr. Harold Gatty, of 'Round-the-World Flight fame, accompanied the flight, as did Sgt. D.J. McKinley, Corporal A.N. Aldridge and Pvt. J.N. Vancolik. All were attached to the 19th Bombardment Group for two weeks' temporary duty. While at Rockwell Field, lectures and practical instruction in Aerial Navigation will be given by Mr. Gatty and the officer personnel. The two Amphibians, first of their type to be assigned to the 19th Bombardment Group, are regarded by the officers and men with much anticipative interest.

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## ALBROOK FIELD ACTIVITIES

New activities at Albrook Field, Canal Zone, are being started as rapidly as arrangements can be made. The Post Exchange installed a tailor shop and shoe repair shop and also bought their first bus, which is in regular operation between Albrook Field and Panama City and furnishes transportation for the school children to the Balboa schools. The first consignment of books for the Post Library is expected to arrive shortly, and the first allotment of money for the purchase of books was received. The Post Library is now included on the Department Circulating Library Service. Steps were taken for the procurement of motion picture equipment to be temporarily installed in one half of one of the new hangars. It is expected to have this in operation about November 1st, and it will be continued until the new theatre building is ready, which will probably be in about a year. Terracing and grass planting has practically ceased owing to heavy rains. The big job at the present time is the building of roads to the new hangars which, it is expected, will be turned over before the end of October.

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## NEW MECHANIC'S CAP

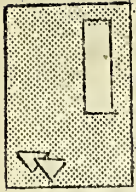
The Materiel Division, Wright Field, announces that a mechanic's helmet and cap are combined in a new mechanic's cap which, when worn on the ground in work about the airplane, with the visor in front, offers protection to the eyes and face from the slipstream and dust and sun, and when turned around with the visor to the back and the inside flaps pulled out forms a helmet for short flights. The cap is made of mercerized cotton cloth to match the mechanics coveralls.

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No contributions have been received for quite some time from Air Corps Reserve activities in various sections of the country. The News Letter would appreciate news from time to time as to what our Reserve organizations are accomplishing in the way of flying activities.

ACTIVITIES AT OSCODA, MICH., IN 1932

By the News Letter Correspondent



In Northern Michigan, on the wind-swept shores of Lake Huron, there rests in quiet solitude a vast area of pine-covered sand. This solitude is broken only by the screams of wild cats, the hissing of wind-swept sand, the rustle of virgin pines, the roar of Selfridge Field Pursuit ships and the constant staccato of Browning M 2 cal. 30 Model 1920. In this wilderness of sand and pines there exists a strange combination - the daily routine existence of the nineteenth century American Indian, as he leisurely fishes and hunts, is interrupted by the hurried, hazardous activity of the latest model 1932 American Pursuit aviator.

In the period of years before 1911, pioneer foresting and lumber industries began developments on the Ausable River and gradually built up the City of Oscoda. In 1911, the great Michigan forest fire swept this area and completely ended its use as a lumber center. Oscoda was rebuilt by a few hardy souls into a town to accommodate two hundred souls, and the remainder of the surrounding country given back to the Indians without the ceremony of plowing. Years later, when time and second growth of pines had filled the void caused by the fire, this deserted place was chosen as a possible site for conducting a hardening school for Selfridge Field's pampered pilots. Forty acres of the thickest spaced, most deeply rooted pines were cleared, and the resulting bare spot, by comparison, called a flying field. This field, named Camp Steel, is located three miles from Oscoda, 20 miles from the nearest talking moovie and 160 miles by air from Selfridge Field. For several years this has been the center of Selfridge Field's Annual Gunnery Activity.

On July 18, 1932, the 17th Pursuit Squadron of the 1st Pursuit Group, Selfridge Field, departed for Oscoda, to make camp and to begin the annual gunnery activities for the summer. Previous arrangements, including Ordnance supplies and radio service, had been made by Lieut. Miller, Ordnance Department, and one caretaker. For the actual move to Oscoda camp, three transports were made available - 1 C-4A, 1 C-14 and 1 C-24. These transports, augmented by squadron mess truck and 21 P-6E's, moved the entire officered and enlisted personnel, their personal baggage and camp supplies necessary to effect full squadron activity to Oscoda on July 18th. Upon arrival at the camp, the following plan was devised and put into effect: Eighteen pyramidal tents, for use as sleeping quarters by enlisted men, were set up in two rows running north and south, and south of the mess and officers' sleeping quarters. Five of the same type tents were set up in an east and west street at right angles to this street to serve as Supply, Medical, Canteen, Headquarters and Radio tent, respectively. Two of the same type tents were placed 200 feet south of officers' building to serve as armorers tent and Ordnance storage tent. One pyramidal and four small fly tents were set up north of the officers' building to house the overflow of officers not taken care of in the officers' building. Latrines and drainage facilities were dug, 600 feet east of main camp. The kitchen, enlisted mess, officers' mess and sleeping quarters for part of the officers were combined in a 200' x 25' three-room frame building.

During the period, July 18 to August 10, 1932, the 17th Pursuit Squadron maintained a roster of 23 officers and approximately 85 enlisted men. Both officers and men were messed by the Squadron, and excellent results were reported. Twenty-three officers fired the gunnery course as prescribed by regulations. Of the 21 P-6E Pursuit ships used, a daily average of 20 were in commission. One C-14 Transport plane maintained transport service with Selfridge Field as supplies were needed.

On August 10th, the 17th returned with its equipment from Oscoda, and the 94th Squadron began preparations. On August 11th, the 94th Squadron, with 25 pilots, 85 enlisted men, 19 P-16's, one C-4A, one C-14 and one squadron mess truck, moved to Oscoda and established camp there. The 94th maintained mess for 25 officers and 85 enlisted men for the period August 11th to September 3rd. Twenty-five officers fired the prescribed gunnery course in 19 P-16's. Of these 19 ships, two were damaged in activity on the field, and a daily average of 15 were kept in commission. Transport service was maintained, as needed, by one Y1C-14 Transport. One OA-2 Loening amphibian, maintained on Lake Van Etan for service as crash boat, was damaged, due to structural failure in take-off, and was salvaged by personnel at that camp. A wrecking truck from Selfridge Field was sent for this work. The 94th returned to Selfridge Field on August 29th.

On September 3rd, the 27th Pursuit Squadron, with 31 officers, 83 enlisted men, 23 P-12E's, 1 C-4A, 1 C-9, 1 C-24 and 1 C-14, and one squadron mess truck, moved to Oscoda and established camp. The Squadron maintained mess for these officers and men for the period September 3rd to October 6th. During this time, 31 officers fired the prescribed gunnery course. In the latter part of this period, the 27th fired extensive courses in combat firing, to include firing by elements and flights. Some firing at glider targets, released by airplanes, was accomplished, and combat firing at tow targets was executed by elements. On designated days, the 17th and 94th Squadrons made trips to Oscoda to execute combat firing with the 27th Squadron. The results of this combat firing were interesting, and showed an average of about 40% hits. Transport service was maintained by alternate use of a Y1C-14 and a C-24. Glider targets were released by an O-19B, equipped with pontoons. This plane was damaged in landing and salvaged at Oscoda. The 27th returned to Selfridge Field October 6th.

To give a reader, who has never experienced the rigours of Selfridge Field's real Field Service Gunnery Camp, the following daily schedule is reviewed: Reveille, relentless rumble roars at four a.m. Coffee is served at 4:15, and freezing, swearing pilots stumble over and plow through sand dunes to their waiting ships at 4:45. From 4:45 until 8:00 a.m., ground target firing is conducted on schedule. At 8:00 a.m., breakfast is served. Tow target firing over Lake Huron begins at 9:00 a.m., and continues until 11:30 a.m., or until the firing or towing pilot has a forced landing in the Lake. Lunch is served at 12:00. At 1:00 p.m. begins the afternoon grind of bore sighting, engine repair and maintenance, target repair and trouble shooting on machine guns. At 5:30, the dinner bugle sounds, and all hands report for the daily critique and discussion of plans for the next day. Taps at 9:30 and so to another day.

During the period July 18 to October 6th, the following statistics are in order: Eighty officers and 255 enlisted men were quartered and rationed; 80 officers fired the prescribed gunnery course.

Sixty-eight airplanes were maintained in field service condition and a daily average of

sixty-two were in condition.

Approximately 200,000 rounds, cal. 30 ammunition and 40,000 rounds, cal. 50 were transported by air to Oscoda and expended there in firing prescribed course and combat firing.

Approximately 2,000 dummy bombs and 150 25-pound fragmentation bombs were expended.

Transport service to and from Oscoda totals 275 hours and 25 minutes. A total of 365 passengers and 43,350 lbs. supplies of all kinds were transported.

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#### ANTI-AIRCRAFT ARTILLERY EQUIPMENT TESTED AT SCOTT FIELD

Mimic warfare was conducted at Scott Field, Belleville, Ill., for the period of a month by the 61st Coast Artillery (Anti-Aircraft) Regiment, commanded by Lt.-Col. J.A. Green, which arrived from Fort Sheridan Ill., Sept. 23rd, and aircraft from Scott, Lt.-Col. J.A. Paegelow, commanding. The searchlight drills, conducted each night except Saturday and Sunday, proved quite an interesting spectacle to the personnel of Scott Field and to thousands of residents of nearby country and towns, and visitors from several miles in all directions. These drills consisted of an aerial "attack" by aircraft flying toward the town of Lebanon, Ill., 6 miles northeast of Scott Field, and a "defense" consisting of locating of the aircraft by means of sound detectors, located on the ground along the base of a 15-mile triangle of which Lebanon was the apex, and the flashing on the aircraft of beams of light from the five 800,000,000 candle-power, 60-inch barrel-type mobile searchlights, which form a part of the equipment of the Anti-Aircraft regiment.

The searchlights were arranged in line across the sector, at 3-mile intervals, about midway between the 15-mile base of the triangle and the town of Lebanon. Several miles ahead of the lights were five listening posts, manned by lookouts with ear phones, who telephoned to the battery as soon as they heard the sound of the approaching planes or airships. As soon as this message was received at the searchlight, the sensitive sound locators got into action.

Long before the distant hum of the motors was audible to the men at the searchlights, the locators, each equipped with four amplification horns, picked up the sound and the direction, automatically turning the light at the proper angle. Another mechanism determined the altitude at which the aircraft was flying. The sound locator and detector had mechanical ears which hear from 7 to 15 miles away, depending on the weather, wind and unusual noise handicaps. The comparator registers the data obtained by the sound locator and compares it with the data of the searchlights.

As soon as a beam of light from the nearest searchlight located the aircraft, the beams from the other lights also focused on it, throwing it into clear relief and making it a target for the gunners of the regiment. In wartime the guns, which were brought to Scott Field but not used in the mimic warfare, would be concealed near the lights, arranged about 50 yards apart. The artillery forming the present equipment consists of four 3-inch guns on anti-aircraft mountings, firing 25 rounds a minute, and twelve .50 caliber anti-aircraft mounted machine guns, capable of firing 600 rounds per minute.

On the majority of trials the aircraft were caught by the beams of the searchlights while still several miles short of the objective, but at times they were successful in eluding the searching fingers of light and reached Lebanon to destroy "theoretically" that village with bombs. The aircraft operated at varying altitudes and approached the objective from any point on the 15-mile base of the triangle. The regiment, having only a small part of the equipment it would have in wartime, only endeavored to defend this 15-mile sector.

On completion of the practice at Scott Field and a demonstration in St. Louis, the regiment packed its equipment on trucks and departed for Fort Sheridan, its home station. Colonel Green, upon completion of the organization practice, expressed his extreme satisfaction in the cooperative work at Scott Field and also stated his desire to repeat the encampment next year.

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#### PROGRESS OF CONSTRUCTION PROJECTS AT MITCHEL FIELD

The construction program at Mitchel Field, N.Y., has been surging forward with a new impetus of late. A new bachelor officers' building is nearing completion; a new headquarters will be ready for occupancy in a few days, and the new engineering shops are being dusted out for a final inspection. A new appropriation made possible the building of necessary roads. The last is a blessed event, for the horrible condition of the roads lowered the morale of many a new shiny car, to say nothing of ruining the disposition of practically everyone on the post.

The operation of the various departments on the post was hampered from time to time, but their inconvenience can in no way compare with the plight of the Photo Sections. Cut off from the heat and hot water supply by new construction on all sides of them, they have struggled to accomplish their very necessary tasks in the most primitive manner. The situation became very difficult, due to the volume of film which arrives every day from Captain Taylor in Michigan and Lieut. Olive in Maine. Two electric heaters were obtained, but Lieut. Cullen complained because of the necessity of detailing a man to carry the heater around after him wherever he went. The situation was finally relieved when the Quartermaster and Utilities devised a special installation. The work goes on once more.

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The enlisted personnel at Rockwell Field, Coronado, Calif., are now housed in their recently completed "bungalows," built from salvaged material, and are nothing more than tent frames boarded over, screened, and the roofs covered with tar paper. They are, however, more comfortable than the tents, and are capable of retaining much more heat in cool weather and shedding much more moisture in wet weather. They present a very neat appearance, and the four men quartered in each one are much better housed than when in the tents which formerly occupied the area.

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Much attention is being devoted to the matter of insignia at Rockwell Field. Both the 30th and 32nd Squadrons are making deep researches for suitable squadron designs, and something appropriate will undoubtedly be brought forth in the near future.



## ANTI-AIRCRAFT GUNNERY

Ed. Note: The following article was written by "A Pilot" who is evidently an active Royal Air Force pilot of world-war experience. This article first appeared in the May issue of the Journal of the Royal United Service Institution. It presents a number of ideas from the viewpoint of a service pilot of a country other than our own.

A number of articles, by gunners and others, have been published lately on antiaircraft gunnery, and the subject is one which the present writer has discussed with officers of the sister Services. The general impression left on the mind is that gunners hold that there has been a great improvement in this form of artillery, and therefore the experience of the late war may be very misleading. They seem to feel that gun and small arm fire from the ground is not accorded sufficient status in defense schemes, particularly by R.A.F. personnel. They suspect that the Air Force pilot, clinging obstinately to his war experience, believes, and teaches the younger generation that the A.C. gun is a nuisance, and may at times be alarming, but, provided that simple precautions are observed, it need not be taken very seriously. They argue that, for such as hold these views, there will be a rude awakening. A further complaint is that the R.A.F. during Army maneuvers and other tactical exercises, ignores fire from the ground, and impudently carries on as if it did not exist. This introduces so serious an element of unreality into such exercises that the part played by aircraft is not apt to be exaggerated, and this may lead to disappointment if the same performance be expected in war. Finally, there seems to be a belief that A.A. fire, even though it does not destroy or bring down many aircraft, will, if it reaches a sufficient standard of accuracy, act as a deterrent and cause aircraft to turn back and abandon their object.

It is proposed to examine these claims from the pilot's point of view, and in doing so it is not intended to take into account the advantages which aircraft can derive from clouds, mist, and bad visibility, as regards concealment and added possibilities of surprise. It will be assumed throughout that the weather is clear, and therefore most favorable to A.A. gunnery.

### THE TARGET

First of all, the improvement which has taken place in A.A. gunnery is patent to anyone who has had the opportunity of seeing modern A.A. practices. Accuracy of fire from fixed defenses is, for various reasons, almost certainly greater than that from a mobile layout in the field, or from the A.A. armament of a ship; but that there is all-round improvement is unquestionable. It can be admitted that if an aircraft continues to fly absolutely straight and level at a constant speed in clear weather or with a background of high cloud, and within easy range of an A.A. battery, it will probably be hit; and if it is hit, it is possible that it will be brought down. Even supposing that the aircraft, in such circumstances, is almost certain to be brought down, this would not be serious from the pilot's point of view; and it is still possible to contemplate with calmness that A.A. fire will improve until such a standard is reached; for the question which immediately arises is need the airplane ever fly in this obliging manner?

The answer is, unfortunately, that there is one occasion on which it must do so, and that is when running up to a target using a bomb sight. Then it is necessary to maintain a straight and level run of about a mile. This is a disadvantage, for it means that there will be the maximum danger from A.A. fire at a critical moment, when the bomb aimer should be coolly and carefully operating his sight, and the pilot should be concentrating on flying straight and level. The accuracy of bombing is likely to be seriously diminished, if the aircraft during the "run up" to the target be subjected to accurate and heavy A.A. fire; but the disadvantage may not always remain, and it should not be an unavoidable condition of accurate bombing, although it is a necessity with present day equipment. At no other time is it necessary for an airplane or formation to fly straight and level at a constant speed, unless we except photographic air survey of unmapped country, which is not likely to be necessary in the face of organized A.A. defenses. At all other times aircraft and formations could and would alter course, height and speed, and a very small variation is all that is required to keep A.A. gunfire at a safe distance. At worst, a straight run of a mile takes about 25 seconds - not a very long time for the gunner to secure a hit on an airplane.

Consider the conditions when an airplane is traveling at 150 m.p.h. at 10,000 feet. Suppose that the effective diameter of the shell burst is 30 yards, and that the time of flight of the shell from the gun to the point where it bursts is 20 seconds. The A.A. gunner must lay his gun and set his fuze that his shell will burst within 15 yards of a target which will travel four-fifths of a mile after he fires. An alternative of course of 5 degrees at the moment the gun is fired will cause the gunner to miss by about 120 yards. Remember also that there must be some dead time in the setting of the fuze of the shell; because it must be set, the shell must be placed in the gun, and then the gun must be fired. This dead time is about 10 secs. Meanwhile, the target, which has freedom of movement in three dimensions, is traveling at 220 feet per second. The faster the airplane flies, the greater is the distance it will cover after the fuze has been set and the gun fired, and the smaller the deviation in flight needed to result in the shell bursting outside effective range of the target.

At 10,000 feet the radius of effective range of an A.A. gun is some 6000 yards. If an aircraft flying at 150 m.p.h. passes exactly over the gun, it will only be within range for about 2.8 minutes. There are a number of things to be done before the gun can come into action. The airplane must be spotted; it must be identified as hostile, and it must be indicated to the men working the height finder. All this takes time, and if there is the slightest hitch the gun may miss so fleeting an opportunity. In the late war, aircraft formations were often hard up against their ceilings, unable to climb, and unwilling to lose height owing to the difficulty of regaining it. They flew as high as possible, not so much out of respect for A.A. gunnery but because height gives the initiative in air fighting. Again, because they were up against their ceilings, they had no speed range. They had only one speed, which was necessarily slow, the speed which enabled them to maintain their height. They thereafter had only one resource to outwit the gun, that of small alterations in course. Yet it sufficed, and the number of aircraft brought down by A.A. fire was very small.

The modern formation, with its high ceiling, and tremendous speed range, suffers from no such disadvantages. It can climb, turn or alter speed at will, though I am bound to admit that if enemy fighter aircraft are numerous, formations will usually fly both high and fast. They

will, however, have more liberty of action under the worst conditions than did the formations of the late war. As speed and climb improve each year, the difficulties of the A.A. gunner increases, for he cannot shorten the time of flight of his shell appreciably without adding to his difficulties in other ways. A shorter time of flight would involve a corresponding increase in muzzle velocity, and a heavier charge; the former would mean more rapid wear of the gun, while the latter would necessitate increased weight and bulk of the ammunition, which would tend to reduce rate of fire and mobility. So far, then, from the chances of the A.A. gun bringing down aircraft having improved since the war, they appear to have been reduced, while the continued progress in the relative increase in aircraft speeds over time of flight of the shell will tend to minimize the chances of the gun still further.

#### SMALL ARM FIRE

Small arm fire from the ground is only effective when an aircraft is flying low, but if the air can be filled with bullets from rifles and machine guns, it is possible that the plane will be hit. But consider the enormous asset of surprise possessed by the airplane. Imagine that it is carrying out a low-flying attack on a marching column; it is seen when it tops the trees, half a mile ahead, flying at 180 m.p.h. at 150 feet; it leaps at the column of troops, flying down the road at 264 feet per second, dropping bombs and firing its machine guns; in 20 seconds the attack is over, and the airplane is disappearing over a ridge half a mile down the road. Will the column have got its rifles, let alone its machine guns into action in this brief space of time? Airplanes are not going to fly round and round at convenient heights for the A.A. or S.A. marksman. Low flying attacks will be over in a flash, and probably few other than the antiaircraft sentries will have time to open fire at effective ranges.

#### A.A. FIRE FROM SHIPS

The ship suffers from three drawbacks for effective A.A. fire which are not found on land; in the first place, aim is liable to be affected by unexpected movements of roll and by blast from the main armament, while allowance must be made for her course and speed; second, the masts, rigging and wireless aerials tend to limit the arcs of fire of the A.A. guns; finally, the threat of surface or under-water attack is likely to distract attention from the air. For these reasons, the ship will probably be comparatively easy to surprise by air attack. On the other hand, she cannot mount a heavier A.A. armament than can generally be brought into action on land, because the question of mobility does not have to be considered. This means that the effective range will be greater, and so will the effective radius of the shell burst, but the rate of fire will be less than from land artillery. As compared with fixed defenses on land, the ship has a much more difficult task, and it is reasonable to suppose that her A.A. fire will not reach the same standard of accuracy.

To sum up, we find that if aircraft fly straight and level at a constant speed within convenient range of hostile A.A. guns, they are in grave danger of being hit. We have seen, too, that if they loiter at low heights, they run a serious risk of being brought down. But with the one exception of bombing referred to, there is no need to do these things, which form no part of their functions if they are correctly employed. A.A. or small arm fire cannot be ignored, but if a pilot takes care to alter course and height, constantly and irregularly; and to make use of surprise in low flying attacks, he may rest assured that he is in no great danger. The stray shell or bullet no man can guard against, but the pilot who exercises care can carry out his duties with reasonable expectation of a safe return to his air-drome. In war time, he will ask for nothing more. The opinion is sometimes held that if the pilot is forced to make continuous small alterations of course and height, he will be placed in a position of some difficulty. This is certainly not so. It takes much experience and concentration to fly an airplane straight and level at a constant speed for a mile or more. It is the easiest thing in the world for a pilot to permit small and irregular alterations of course and height, and in war time, pilots will do so quite automatically after very little practice. In fact, it is suggested that, from the pilot's point of view, A.A. gunfire must be regarded as a nuisance, which may at times be alarming, but that it need not be taken seriously as long as he exercises due precautions; moreover, it may be said that this is a proper attitude for the R.A.F. as a Service, to adopt.

#### ARMY MANEUVERS AND TACTICAL EXERCISES

No one will deny that Army maneuvers and tactical exercises in which troops or ships and aircraft cooperate are necessarily unreal to a large extent. The bullet and shell are absent, and the most intelligent umpiring can never be a satisfactory substitute. On the other hand, the 100% safety requirements of the R.A.F. under peace conditions restrict the operations of the aircraft, and risks that would not be noticed in war are too great to be permitted in peace. For this reason, it is always unwise to attempt to base hard and fast tactical rules on the conclusions drawn from such exercises. They have great value both from an administrative and operational point of view, but we must never forget that neither bullets nor shells nor bombs are there. It is probably true that pilots go about their work very much as though A.A. gunfire and small arms fire did not exist, and that they do not take sufficient care to fly erratic courses, or to keep out of range of fire. But what is the alternative? Obviously, we ought not to say to them, "You must be very careful not to go near the enemy; if you do, he will probably shoot at you." Surely, the correct attitude for the pilot towards hostile fire from the ground can be summed up in some such words as these: "Be bold; do what you have to do, but do not waste time about it; take every opportunity to make your arrival a surprise; do not suppose that you are under fire until you have definite evidence of it, but do not fly straight and level at a constant speed whenever there is the slightest likelihood of it; keep your mind and your airplane moving at high speed; remember that the effect of A.A. firing is chiefly moral.

#### THE DETERRENT OF A.A. FIRE.

Remember that the effect of A.A. fire is chiefly moral. This is a good text on which to discuss the claim that, "although it may not destroy many aircraft, if A.A. fire reaches a sufficiently high standard of accuracy, it will act as a deterrent, and will cause pilots to turn back and abandon their object." A little reflection will show that the only way of stopping air attack completely is, indeed, to bring about a collapse of the morale of the personnel engaged in it. The air defenses cannot erect a barrier which the attacking aircraft cannot cross, nor can all the raiders be shot down by A.A. fire and fighter craft. But unquestionably, if the defenses can destroy so many aircraft that the survivors feel that they only escaped by a miracle, and that the next time they too will join the immortals; if, in fact they can be made to feel that the odds are heavily against their returning from the

the next raid, then their morale will collapse and the air offensive will be broken. But to achieve such a collapse in civilized personnel of high morale, fighting for their nation's existence, a very high rate of casualties must be produced. Mere inconvenience or a feeling of apprehension when penetrating a defended zone will not be sufficient to bring it about. We must remember that the zones which it is possible to defend by A.A. fire are relatively small when compared to undefended areas, and that fast aircraft pass through them very rapidly. Few enjoy a visit to the dentist, but all but a small number of obstinate spirits do go to him when they feel it is necessary. As often as not they find that it is not so bad as it seemed when viewed in anticipation. The same applies to flying through A.A. fire.

#### THE PILOT'S POINT OF VIEW

Let us examine the realities of the position from the pilot's point of view. At the worst a shell may secure a direct hit on the aircraft and explode, blowing the machine and crew to bits in the air. That is a rare occurrence, and although the present writer has seen it once, hundreds of pilots went through the war and never saw an instance of the kind. Next, the shell may burst so close that the aircraft is wrecked and the crew wounded; the aircraft will fall out of control to the earth, but the crew may escape by parachute and reach the ground safely. Thirdly, the aircraft may be so damaged as to be uncontrollable, while the crew are unhurt; in this case, they can almost certainly leave the aircraft by parachute and make a safe landing. Lastly, a stray fragment from a shell may kill or injure the pilot or a member of the crew without seriously damaging the machine; this belongs to the category of bad luck incidents which no normal person worries about. It is true that personnel may be attacked when parachuting to earth, but that is not very likely; it savors too much of killing in cold blood, and if they are over enemy territory it is equivalent to slaughtering prisoners. It is clear, therefore, that the parachute is of great value in the two most probable classes of damage from A.A. fire, and may, therefore, be regarded as a strong buttress to the morale of the pilot engaged in penetrating A.A. defenses. It is worth noting that some foreign powers, France among them, appear to rely a good deal on A.A. fire for stopping air attack. The recent French air maneuvers seem to show that their ideas of air defense are along what might be termed second class lines. They appear to favor territorial A.A. gunners, smoke screens to hide important centers, a doubtful form of defence - training of the population to suffer air bombardment with resignation, and a good ambulance and hospital service. The full scope of their defense measures, however, seems to suggest that they, too, have lingering doubts as to the stopping power of A.A. fire.

#### CONCLUSION

Our general conclusions on this subject of A.A. gunnery may therefore be summarized as follows:

- (1) Although the accuracy of A.A. fire has improved a great deal since the war, the performance of aircraft has improved even more, and the relative increase of aircraft speeds over the time of flight of the shell is likely to continue. In consequence, if due care is taken by the pilot to make small, continuous, irregular alterations of course and height, the chances of hitting the aircraft are less now than they were in the late war, and for this reason war experience is not misleading.
- (2) We are adhering to the correct doctrine in teaching our pilots that their work must be done, and done thoroughly and well, in the face of antiaircraft fire.
- (3) Antiaircraft fire, unless it is capable of producing a high degree of casualties, may discourage aircraft from loitering in defended zones, but it will not act as a serious deterrent, while the provision of parachutes should make the pilot's morale in the face of A.A. fire firmer today than it was in the late war.

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#### SELFRIDGE FIELD TRIES OUT NEW PURSUIT PLANE

Times change, and in this changing process new developments are evolved. Selfridge Field recently received a new type airplane, YP-26, fast, low-wing monoplane. This ship offers more speed and greater visibility than any type previously developed. The ship is Boeing built, powered with 14 to 1 blower "Wasp" engine.

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#### PURSUITERS MAKE STRANGE FIELD LANDINGS

A very interesting and instructive program was carried out recently by the pilots of the 94th, 27th and 17th Pursuit Squadrons, Selfridge Field, in the form of a strange field landing program. All airports within approximately 100 miles of Selfridge Field were catalogued and divided into a series A, B and C. Squadrons were assigned these series daily, and reports were made on the airports. This sort of training is doubly beneficial to pilots. Training in actual routine of approaching and sizing up of a new field is accomplished, also the pilot is given an exact knowledge of the location of all auxiliary fields in case of trouble.

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#### COAST ARTILLERYMEN VISIT AIR CORPS FIELDS

Enroute to Fort Sheridan, Ill., following its field maneuvers at Scott Field, the 61st Coast Artillery (A.A.) with its motorized equipment arrived at Chanute Field at noon, October 15th, went into camp on the edge of the flying field, and remained until its departure early the next day for its next stop near Joliet, Ill. During the visit of this regiment, a demonstration was held at the University of Illinois for the ROTC Unit. One searchlight battery contacted an airplane flown by Lieut. George R. Acheson, Chanute Field, in a night maneuver.

Battery "A" (Anti-aircraft Searchlight) of the 63rd Coast Artillery Regiment of Fort MacArthur, arrived at March Field, Calif., Oct. 3rd, for a month of field maneuvers, during which its annual searchlight records will be made. The battery is commanded by 1st Lt. W. J. McCarthy, assisted by 1st Lts. Arthur B. Nicholson and Harry F. Aldrich. Approximately 80 enlisted men are here for the maneuvers. Tents were pitched near the west gate of March Field. Personnel and equipment were transported in 16 Army trucks. Five searchlights, each having one billion, two hundred million candle-power, and five sound locaters are included in the equipment.

VETERAN ARMY FLYER LOSES LIFE IN PHILIPPINES

The death as the result of an airplane accident of 1st Lieut. Leroy M. Wolfe at Nichols Field, P.I., on October 28th, removed from the ranks of the Air Corps one of its war-time officers - a skillful pilot who, in addition, was exceptionally well versed in radio engineering, particularly in connection with aviation. Prior to the distressing accident, Lieut. Wolfe, with Capt. Edgar P. Sorensen, observer, was engaged in aerial gunnery practice. According to cable advices from Manila, the cause of the crash was a sideslip from a stall in a climbing turn. Fortunately, the injuries sustained by Capt. Sorensen were not serious, but Lieut. Wolfe died several hours later.

Lieut. Wolfe was born at Chicago Junction, Ohio, Nov. 18, 1895. After graduating from high school at Attica, Ohio, with the highest honors in his class, he attended the Ohio State University for two years. Curtailing his college career in order to enlist in the Aviation Section, Signal Corps, he graduated from the School of Military Aeronautics, University of Illinois, April 6, 1918. He served at Camp Dick, Dallas, Texas, for a month, when he was transferred to Taylor Field, Ala., for flying training, upon completion of which he was, on October 16th, commissioned a 2nd Lieutenant. On November 1st, he was assigned to Gerstner Field, La., as student at the Bombing School. Transferred to Ellington Field, Houston, Texas, on Jan. 5, 1919, he performed aerial patrols along the Mexican Border until early in 1921, when he was transferred to Bolling Field, D.C. After completing the 1923-24 course in communications at the Air Corps Technical School at Chanute Field, Ill., Lieut. Wolfe took a year's special course in radio engineering at the Sheffield Scientific School, Yale University. His next assignment was at the Engineering Division, McCook Field, Dayton, Ohio, which was subsequently moved to Wright Field.

In September, 1926, Lieut. Wolfe participated in the National Air Races at Philadelphia, Pa., and was the winner of the large capacity airplane race. Early in 1931 he was transferred to duty in the Philippines. The deceased officer, whose flying proficiency was such that he figured in only one previous accident in all his years of military flying which could be termed a "major" one, is survived by his mother, his widow and two children. The News Letter extends its deep sympathy to his bereaved family.

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MORE ABOUT THAT MATHEMATICAL BRAIN TWISTER

In the last issue of the News Letter the following mathematical problem was propounded to our readers:

Five aviation executives and 5 employees went out to buy motors. The employees' names were Tom Dick, Harry, Jack and Jim. Some of them bought second-hand motors and some had aviation motors built in accordance with their special ideas. They intended to use them for everything, from motorcycles to airplanes. Each individual purchased a motor, furnishing as many horsepower as he paid for the motor in dollars per horsepower. Each boss paid \$405 more than the employee for his motor. Glen spent most of all; Donald spent over four times as much as Rube; Rube \$288 less than Ted; Phil's motor furnished 63 more horsepower than Tom's; Dick's motor furnished 48 more horsepower than Harry's; Dick spent \$2912 more than Jack.

PROBLEM -- Who did Jim work for?

Let X = Horsepower of employer's motor.  
 And Y = Horsepower of employee's motor.  
 Then X<sup>2</sup> = Cost of employer's motor.  
 And Y<sup>2</sup> = Cost of employee's motor.  
 Also, (X<sup>2</sup> - Y<sup>2</sup>) = 405 (1)  
 And, (X-Y)(X+Y) = 405 (2)

Find suitable values of X and Y.

The first thing to notice is that 405 is divisible by only 1, 3, 5, 9 and 15 and, of course, 405, 135, 81, 45 and 27.

Substituting in (2)  
 (X - Y)(X + Y) = 1X 405 = 405 (3)  
 (X - Y)(X + Y) = 3X 135 = 405 (4)  
 (X - Y)(X + Y) = 5X 81 = 405 (5)  
 (X - Y)(X + Y) = 9X 45 = 405 (6)  
 (X - Y)(X + Y) = 15X 27 = 405 (7)

Therefore, we have the following sets of equations:

- A. X - Y = 1, X + Y = 405 and X = 203, Y = 202
- B. X - Y = 3, X + Y = 135 and X = 69, Y = 66
- C. X - Y = 5, X + Y = 81 and X = 43, Y = 38
- D. X - Y = 9, X + Y = 45 and X = 27, Y = 18
- E. X - Y = 15, X + Y = 27 and X = 21, Y = 6

Employer's Cost	Employee's Cost
X <sup>2</sup> = (203) <sup>2</sup> = \$41,209	Y <sup>2</sup> = (202) <sup>2</sup> = \$40,804
X <sup>2</sup> = (69) <sup>2</sup> = \$4,761	Y <sup>2</sup> = (66) <sup>2</sup> = \$4,356
X <sup>2</sup> = (43) <sup>2</sup> = \$1,849	Y <sup>2</sup> = (38) <sup>2</sup> = \$1,444
X <sup>2</sup> = (27) <sup>2</sup> = \$729	Y <sup>2</sup> = (18) <sup>2</sup> = \$324
X <sup>2</sup> = (21) <sup>2</sup> = \$441	Y <sup>2</sup> = (6) <sup>2</sup> = \$36

From the employee's cost column we look for two figures differing by \$2912, and find that Dick paid \$4356 for a 66 h.p. motor and Jack paid \$1444 for a 38 h.p. motor.

From the employer's column, we find that Glen, who spent most of all, paid \$41,209 for a 203 h.p. motor.

From the employer's column we look for one cost that is \$288 more than another, and find that - Rube paid \$441 for a 21 h.p. motor, and Ted paid \$729 for a 27 h.p. motor.

Looking for motors with a difference in horsepower of 63, we find that -

Phil paid \$4761 for a 69 h.p. motor, and Tom paid \$36 for a 6 h.p. motor.

Since Harry's motor had 48 less horsepower than Dick's -

Harry paid \$324 for an 18 h.p. motor.

From deduction, and since Donald spent over four times as much as Rube -

Donald paid \$1849 for a 43 h.p. motor.

Comparing the employers' and employees' cost figures and ascertaining those whose difference is 405, we find that -

- Tom worked for Rube
- Dick worked for Phil
- Harry worked for Ted
- Jack worked for Donald
- and, therefore, from deduction,
- Jim worked for Glen.

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WAR DEPARTMENT ORDERS AFFECTING A.C. OFFICERS

Changes of Station: To Panama, Capt. Karl S. Jxtater, from Randolph Field -- To Aberdeen Proving Ground, Md.: 2nd Lt. John P. Ryan from Langley Field -- To Fort Crockett, Tex.: 2d Lieut. George McCoy, Jr., from Hawaii -- To Mitchel Field, N.Y.: 1st Lt. Richard W. Gibson, from Philippines -- To Rockwell Field, Calif.: 2nd Lt. Wentworth Goss, from Philippines. Assignment of 2nd Lt. Don Z. Zimmerman to Post Field from Hawaii, revoked. Relieved from detail to Air Corps: 2nd Lt. James B. Corbett to 1st Cav. Div. Fort Clark, Texas. -- 2nd Lt. Robert L. Williams to 13th Coast Artillery, Fort Barrancas, Fla.

Promotions: 1st Lt. Caleb V. Haynes to Captain; 2nd Lt. Signa A. Gilkey to 1st Lt., both rank from October 14, 1932.

Retirement: 2nd Lt. Henry A. Winters, Oct. 31, 1932, for disability incident to service.

V-6349, A.C.

18th Composite Wing, Fort Shafter, T.H., October 7th.

Tactical training for September within the Wing consisted of inter-island flights, cooperative missions with other branches of the service, aerial gunnery and bombing practice.

Major Vincent B. Dixon assumed command of Luke Field. The entire Wing met the Transport GRANT off Diamond Head, escorting it into Honolulu Harbor and flying an aloha for Major Dixon.

On Sept. 20th, the 26th Attack Sqdn. flew to the Island of Maui to carry out a problem in conjunction with the Hawaiian National Guard who were holding their annual encampment on that Island. Two attacks were made upon them. A smoke screen was laid by one plane, screening the approach of the attacking planes, so that the mission was accomplished very successfully.

5th Composite Group, Luke Field, T.H.: In a joint Army-Navy communications practice, Sept. 20th, inter-plane communication between Air Corps and Navy planes was successfully carried out. WYQ, the Luke Field net control station, was constantly in communication with both units. The mission lasted 3 hours, various test messages and procedure being completed with commendable dispatch. The practice was pronounced the most successful ever held here.

All officers of the command are now enrolled in the Army Extension Course of the Air Corps Schools, under supervision of the Hawaiian Dept. One hundred hours study along these lines is required by the Air Corps Training directive, to be completed by May 1, 1933.

The Group Officers' Radio School started its new term with classes held daily under the direction of 2nd Lieut. Robert E.L. Choate.

The Post Tennis Team clinched the championship in the Sector Tennis Tournament, playing 25 individual and 8 team matches without a loss. The Post Swimming Team is now in second place in the Sector-Navy League. Due to the absence of football from the sports program, swimming has become a major sport, with a large number of men interested.

Second Lieuts. Harold W. Grant, A.C., Frank W. Cazier, Robert E. Jarmon, William E. Berger and Jack L. Randolph, Air Reserve, arrived in August and were assigned to Luke Field.

4th Observation Squadron: During September, this Squadron engaged in various tactical training missions - aerial photography, radio communications, individual aviation, infantry missions, combat maneuvers (camera gun) and night and day formation flying. Nine cooperative missions were flown, five with the Harbor Defenses of Pearl Harbor, two with the 22nd Infantry Brigade, one with the 13th Field Artillery and one with the 14th Naval District.

The appointment of 2nd Lt. Frank W. Cazier as Asst. Engineering Officer was the only change in commissioned personnel during September. Lieuts. Breitung and Cooper, C.A.C., were attached for temporary training for 15 days.

50th Observation Squadron: On his return from China, Lieut. Don Z. Zimmerman, popular basketball coach, was assigned to this Squadron, as was also Lt. Harold W. Grant, a new arrival. Lt. Edward N. Coates returned to the mainland and Lt. Henry C. Kristofferson was transferred to the 72nd Bombardment Squadron. Second Lt. Jack L. Randolph, who arrived Aug. 23rd, was assigned to the Squadron. Staff Sgts. L.R. Gray and R.L. Clifton arrived on the USAT GRANT as replacements for Staff Sgts. W.J. Andrerces and H.M. Laird.

23rd Bombardment Squadron: Upon his arrival on the August Transport, 2nd Lt. Robert E. Jarmon was sent to Tripler General Hospital for an appendicitis operation. The Squadron is hoping for his early return to duty. -- Four searchlight tracking missions were flown for the 64th Coast Artillery during September. -- Captains Lucas B. Schoonmaker, 64th CAC; George S. Pierce, 19th Inf., and A. Donald Cameron, 35th Inf., were attached for temporary training. Second Lt. Charles G. Williamson, of this Squadron, was sent to Fort DeRussy for 15 days' temporary duty with the Artillery units there.

72nd Bombardment Squadron: Starting September, this squadron began a series of experiments in bombing a moving target on the water. Arrangements were made for the towing of a surface target. Great interest was manifested in this work, as the 72nd pilots never before had the opportunity to try their skill on a moving target. -- Training for the 72nd during September consisted of aerial bombing, camera obscura, performance flights and aviation practice.

65th Service Squadron: During August and September, the Squadron was kept busy acting as escort aviation for a number of inter-island flights. On all inter-island flights, contact with the home station is maintained by radio - position and progress reports being transmitted every 10 minutes. On several occasions the Douglas Amphibian transported supplies and personnel to bases on Kauai, Molokai and Hawaii, flying these long over-water flights on perfect schedule. This ship is now at the Hawaiian Air Depot undergoing major overhaul, after its buffeting in rough seas off Koko Head. In order that long range artillery adjustment missions might not be delayed, another Douglas was obtained from Wheeler Field and the necessary installation of instruments made. The first flight on this mission was made the last week in September, and was confined to the testing and calibration of the radio direction finders used in this work.

11th Photo Section: Tech. Sgt. Arthur Stolte returned to the mainland for station at Chanute Field, Rantoul, Ill. He served with the 11th Photo Sec. for two years, and performed some unusual and outstanding work as staff photographer, including photographs of Kilauea, spotting for long range coast artillery, and photographs of the attacking fleet in the Joint Army and Navy Maneuvers last February. Tech. Sgt. John P. O'Callaghan arrived Aug. 23rd as replacement for Sgt. Stolte. -- The entire 11th Photo Section, with 1st Lt. Donald D. FitzGerald of 4th Obs. Sqdn.; Corp. Cundall, QMC, and John O'Callaghan, Jr., as their guests, enjoyed an excellent fishing trip Aug. 27th. Leaving Luke Field in a large sampan, they trolled all afternoon. Anchoring at nightfall, they fished until a late hour, Pvt. Hessler making the record catch. At daybreak they went to sea again and, while off Kaena Point, Lt. Kenneth P. McNaughton hooked and landed a large ulua. A school of large fish, estimated at about 100 pounds each and approximately 2,000 in number, was sighted just past Kaena Point. All members of the organization said they had never seen so many fish in such an area.

18th Pursuit Group, Wheeler Field, T.H. This uninspired correspondent, sitting at his desk in the hot afternoon sunshine of Hawaii, has just been aroused from his lethargy by the unexpected blare of an excellent band from under the office window. Although the 18th Pursuit Group is not favored with a band of its own, the various regiments at Schofield Barracks are kind enough to lend us theirs two afternoons weekly. The band concerts are much appreciated by our men, and also your correspondent, since the one today furnished him with that always difficult opening paragraph. -- Some 30 odd recruits who arrived recently are lounging



under the trees, listening to the music and looking most contented. They are temporarily quartered in tents, awaiting the move to new barracks, and undergoing recruit training under the direction of Lieut. Norstad. -- Gunnery, bombing, towing missions for anti-aircraft, water landings with the "ducks," smoke screens, dropping flares for illuminating the Infantry's water-borne targets, and many other activities somewhat curtailed our opportunities for strictly tactical flying in August. We have been able, however, to work out a few interception problems, including one with the Navy's flying boats. A hasty trip to Kauai by the Group Commander and some of his right-hand men presages a possible visit to that Island by the entire Group in the near future. Lieut. Eareckson had the honor of flying the Department Commander, General Wells, and his party, to Kauai recently. Eric was so awed by his passenger list

that he negotiated a hair-raising ground loop at Port Allen and later, apparently in an effort to demonstrate that he had done it purposely, he repeated the maneuver upon landing at Wheeler Field. He reported that he managed to scare one of the Aides anyway, usually an impossible accomplishment.

With leis, aloha flights, and other appropriate gestures of farewell, the Group said good-bye to four young Reserve officers who sailed for the mainland Aug. 27th, after almost two years of duty with this organization. Lieuts. Ted Kershaw, Dusty Rhoades, Don Sheets and Bill Graham were the unfortunate four. All carefree young bachelors, these officers will be greatly missed by many on the island, and it is with the utmost sincerity that we wish them success in their civilian pursuits. But, with the passing of the old, comes the new. Lieuts. J.C. Doherty E.J. Corrigan and Ralph J. Moore, recent graduates of the Flying School, arrived Aug. 23rd, and were assigned to the 26th Attack Squadron. The Group extends them a hearty welcome and aloha.

#### 6th Pursuit Squadron:

#### VERSES DEDICATED TO GUNNERY CAMP AT WAIMANALO

Well, summer camp has come and gone  
And we shall have to carry on  
Without arising at the dawn  
To shoot our little gun.

No more the gleeful buglers blow  
Us out of bed at four or so,  
While fluent streams of curses flow  
To greet the rising sun.

To tell the truth, 'twas not so bad,  
He counts himself a lucky lad  
Who thinks of all the fun we had  
While living at the beach.

For, once the shooting time was o'er,  
The ones whose backs were not too sore  
From sunshine, went to get some more  
Complexion like a peach

The waves rolled in with booming sweep,  
And those who came to swim, not sleep,  
Swam daily in the briny deep  
Or lolled upon the sand.

And even those with bottoms sore  
From contact with the "men o'war"  
Disdained to quit and asked for more  
And called it simply grand.

To prime us for our early flight,  
They tucked us in at nine each night,  
And, with the dousing of the light,  
Mosquitoes swarmed and bit;  
While scorpion, wasp and centipede  
Made camp a lovely place indeed -  
They stung and bit  
And took no heed of either punk or Flit.

Of course, it wasn't all a pain  
It seldom snowed nor did it rain  
But twice a day and, in the main,  
The food was good;  
And though I guess I'm quite insane,  
I'd just as soon as go back again  
And shoot for record in the rain -  
The ----- I would.

19th Pursuit Squadron: From Sept. 1st to 13th, the Squadron practiced aerial gunnery on ground targets at the Wheeler Field range. Then it moved to the Waimanalo gunnery range for 15 days of field exercises, preliminary and record firing on ground targets. Great interest was aroused in every pilot and man in the organization to make this training period go down in Air Corps history as being 100% perfect in every respect. Firing began at 5:30 a.m., the day following our arrival in camp. A time schedule of 20 pilots, firing three approaches each, completed firing at 9:30 a.m., thus getting the maximum advantage of smooth air conditions of early morning and allowing pilots to complete the required number of preliminary runs for the day. All pilots became acquainted with the landing field and range the first day. Weather was very clear, with a slight head wind until the third day, when it changed to a tail wind, and scores all dropped. To top off the rest of the period, the weather remained perfect for firing. Staff Sgt. Maurice M. Beach, enlisted pilot, completed the record course first and set a mark for all pilots to shoot at, and which some did surpass. As a result of the perfect conditions, hard work by the enlisted personnel, and fine cooperation of the pilots, the 19th fired a record which the writer believes to be the highest ever made by an Air Corps organization. Our final average for the regulation ground target course is 763.08. The aerial gunnery on towed targets has been equally successful, with an average of 129.81 for the record, with but one pilot left to compete. In the near future the 19th expects to do its record bombing. All pilots and enlisted men are looking forward to making that phase as successful as the gunnery proved to be.

On Sept. 23rd, this Squadron sent a 3-ship formation to Wheeler Field to participate in an aloha for the incoming USAT GRANT. The pilots were 1st Lt. Demas T. Craw, 2nd Lieuts. R.W. Burns and H.H. VanAuken.

26th Attack Squadron: Since Sept. 1st, the Squadron was engaged in aerial gunnery on tow targets. This work progressed very well, and most of the pilots were ready for firing record when the Squadron was ordered to move to the new barracks. This move was accomplished Sept. 19th and 20th, our Squadron being the first to occupy the new quarters.

Lieuts. John W. Stribling, John E. Nuhn and Wilfred Rotherham received commendation for their work in cooperative missions with the 8th Field Artillery in conjunction with their automatic rifle firing on towed sleeves. An extract follows: "These missions were carried out in an excellent manner, indicating that the officers concerned were particularly desirous of giving their fullest cooperation in assisting this regiment to obtain the objectives of this

phase of training.

75th Service Sqdn.: Squadron Organization Day was celebrated at Haleiwa Beach on Sept. 15th. Members of the Squadron left the field at 8:30 a.m. in private cars and trucks. In the morning, many racing events, games and swimming events were participated in by everyone. Plenty of lemonade, sandwiches and potato salad were served. Returning to Wheeler Field at 3:30 p.m., a chicken dinner was served to members of the Squadron and their families at 5:00 p.m. in the Squadron Mess, after which prizes were awarded the winners of athletic events. After dinner, Squadron personnel attended the Post movies. Thus ended the 1932 celebration of our Organization Day. -- Lieut. Earnest, Adjutant, was absent from the Squadron for two weeks while on duty with the 6th Pursuit Squadron at their field exercises at Waimanalo. -- Lieut. Tourtellot, Squadron Commander, was on duty with the 19th Pursuit Squadron at their field exercises at Waimanalo, Sept. 14th to 28th.

Hawaiian Air Depot, Luke Field, T.H.: Depot operations during September consisted of routine overhaul, repair work for the 5th Composite Group, and repairs to airplanes, engines and accessories. -- From Aug. 21st to Sept. 20th, inclusive, the Depot Engineering completed overhauls on eight planes and eleven engines, and completed repairs on two planes and 3 engines.

The Depot Reclamation had to get into action as the result of a Bomber crash in the ocean off Koko Head, which is described elsewhere in this issue. The Douglas Amphibian was unloaded at Ford Island at 7:00 p.m., and from then until 11:00 p.m. Depot personnel, under the personal direction of Capt. Greene, siphoned salt water out of the hull, gave the plane a fresh water bath inside and out, and did everything possible to protect it from any further damage than it had already received. Early the next morning, the plane was brought into the Depot and repairs were started immediately. -- The Wing planes from the Depot made the inter-island flight to Hilo and returned without incident, although Capt. Greene and Lieut. Robey could probably add a few comments regarding air conditions over the Kilauea Volcano.

#### New England Reserves, Boston Airport, Mass.:

At a meeting held in the Old France Restaurant in Boston recently, the New England Chapter of the Air Corps Reserve Officers' Association elected its new officers for the ensuing year. They represent a mixture of the war time pilots and our recent acquisitions from the Army Training Center. Capt. Maurice J. Connell was elected president.

Capt. Joseph A. Wilson, Commanding Officer of the Boston Airport Detachment, was speaker before the Jordan Marsh Co. - Boston Traveler Junior Aviation League on the development of Bombing planes. Col. Rush B. Lincoln, Corps Area Air Officer, related many experiences to this same group concerning early balloon experiments and some of his activities in lighter-than-air work. Many talks have been given before the young men and boys in this League, and it is felt that the work of those in the Army Air Corps and the Reserves in this connection is of decided benefit, both to the young men and to the service.

#### Albrook Field, Canal Zone, October 1st.

Albrook Field has suddenly taken on a boom appearance. The 78th Squadron moved in from France Field on October 1st. At the same time word was received that the 80th Service Squadron, stationed at Mather Field, will sail for Panama on the Transport U.S. GRANT, leaving Oct. 15th for station at this post. It is understood that these transfers will add about 200 men to this command during October. The quarters are rapidly being filled. Recent assignments to Albrook Field for quarters only were Major Horace Eakins, V.C.; Major John A. Smith, JAGD; Capt. E.F. French, S.C., and Lieut. A.L. Pachynski.

#### Mitchel Field, L.I., New York, Oct. 18th.

On Saturday afternoon, October 15th, all available officers at Mitchel Field paid their last respects to Capt. Fred Woodward at the Christ Episcopal Church in West Islip, L.I. Capt. Woodward, whose home station was Wright Field, was on leave with his wife in Babylon, L.I., when he was suddenly taken sick and succumbed several days later. His death came as a great shock to Mrs. Woodward and "Woody's" host of friends. In the absence of his command, the officers from Mitchel Field turned out as one to give him the necessary honors at the funeral service and burial. Seven of Capt. Woodward's intimates from Mitchel Field officiated as pallbearers. General H.C. Pratt and Lieut. Ployer P. Hill, Wright Field, also attended the funeral. At the burial in the West Lawn cemetery in Jamaica, a firing squad from Mitchel Field fired the last salute, a bugler blew taps, and a formation of nine ships droned overhead. It was little enough to do for a man who was a good soldier and a man as Captain Woodward.

#### Rockwell Field, Coronado, Calif., Oct. 17th.

Work on the new Post Exchange building at this station, begun with great gusto, is now well on the road to completion. This new structure, of salvaged material, erected adjacent to the present "PX" building, will also house the Post barber shop. The old "PX" building will become the mess hall of the 30th Bomb. Squadron. Capt. H.F. Rouse, Exchange Officer, promises first class service to the personnel, with the installation of new and better facilities.

Major Shepler W. FitzGerald, Commanding Officer, returned after an extended flight, having attended the Annual Engineering and Supply Conference at Wright Field, Ohio. From Wright Field, Major FitzGerald was called to the office of the Chief of the Air Corps, where he again sat in conference. The trip to the East and return was made in 3 BT-2B planes, Major FitzGerald having been accompanied by Capt. Kane, Depot Supply Officer; Capt. Giles, Post Engineering Officer, and Lieut. Ridenour, Technical Supervisor, Rockwell Control Area. They left Rockwell Field on Sept. 30th.

The 19th Bombardment Group suffered the loss of six Reserve officers, who were transferred to March Field, Calif., on orders received from the War Department. Our loss is March Field's gain, for these officers, recently graduated from Kelly Field, made many friends during their short sojourn at Rockwell. They are: 2nd Lieuts. W.L. Trimble, L.W. Earle, F.H. Matthews, W.W. Breeding, J.R. Kane and T.S. Jobson.

Second Lieut. Charles W. Haas, 30th Bomb. Sqdn., with Capt. Duran H. Summers, Medical Corps, left Oct. 7th in a BT-2B for Aberdeen, S.D., returning to Rockwell on October 16th.

Shortly after their arrival here from Kelly Field, 2nd Lieuts. G.C. Clark, C.J. Brockliss, H.M. Celix, W.G. Ditzen and H.F. Searles received orders for duty with the 11th Bombardment Squadron at March Field. -- The 30th Bombardment Squadron is the proud possessor of one Fokker YO-27, recently ferried here by Capt. W.T. Larson. Staff Sgt. C.J. King accompanied him on the eastern trip and assumed the duties as crew chief. This plane, however, was grounded indefinitely, due to structural defects which were found by the Materiel Division.

#### San Antonio Air Depot, Duncan Field, Texas, October 15th.

On Oct. 1st, the Depot was honored by a visit from Congressman John J. McSwain, of South Carolina, Chairman of the House Military Affairs Committee, and Lt.-Col. J.E. Fickel, Chief of the Buildings and Grounds Division, Office Chief of the Air Corps. They were on an air tour of various Army posts for conference on building and construction matters.

Col. A.G. Fisher, Comd'g Officer, Capts. R.B. Walker, Chief Engineer Officer, and R.V. Ignico, Depot Supply Officer, attended the annual Engineering-Supply Conference at the Materiel Division, Wright Field. They reported exceedingly interesting and helpful sessions at the Conference and a good journey, except for considerable weather on the trip north. They also reported an excellent landing field at Palestine, Texas, one of their stopping points en route, and evidence of much aeronautical enterprise and enthusiasm on the part of that city, which expects to open its new municipal airdrome on November 11th.

The Depot regrets to lose 1st Lt. and Mrs. Charles E. Thomas, Jr., and their two young sons, Charles E. III and Robert W., on their change of station. Lt. Thomas, who goes to Maxwell Field, Ala., came to duty here on May 6, 1929, from the Rockwell Air Depot, and was Depot Supply Officer of this Depot. They left for their new station by auto on October 4th, accompanied by our sincerest wishes for good luck and happiness in their new activity.

Major Donald Wilson, A.C., of Maxwell Field, visited here Sept. 29th, to secure an A-3B to ferry back to his home station.

While returning to the Materiel Division, Wright Field, in a BT-2 from a journey to the West Coast, Major R.L. Walsh, accompanied by Mr. Lawrence Eyer (Armament Section) visited here October 8-11.

Major Thomas W. Blackburn, Commanding Officer, and 1st Lt. Earle T. Showalter, both of the 36th Division Aviation, Texas National Guard, Houston, were recent flight visitors here.

Captains C.P. Kane, Depot Supply Officer; Barney M. Giles, Chief Engineer Officer, and 1st Lt. C.H. Ridenour, all of the Rockwell Air Depot, paid us a visit October 10th on their cross-country return from Wright Field where they attended the Engineering-Supply Conference.

Major J.H. Houghton, Comd'g. Officer; Capt. Edward Laughlin, Chief Engineer Officer, and 1st Lt. Charles A. Ross, accompanied by Mr. Doty, all of the Middletown, Pa., Air Depot, arrived here Oct. 13th for a few days' visit on a flying tour to the West Coast to inspect supply and engineering methods at various Air Corps activities.

The Engineering Department of the San Antonio Air Depot overhauled and repaired during September a total of 56 airplanes and 92 engines of various types.

#### Patterson Field, Fairfield, Ohio, October 18th.

During September, 20 airplanes and 38 engines were given major overhauls, and 33 planes and 39 engines, minor overhauls.

Planes were ferried to various stations by personnel of this Depot, as follows: Lt.-Col. A.L. Sneed, an O-19 to Scott Field, Oct. 12th, returning with Capt. E.W. Flickinger in a BT-2B plane -- Lt. R.L. Williamson, accompanied by Lt. F.M. Zeigler, an O-19B to Scott Field on Oct. 7th, returning in a PT-3 for major overhaul -- Tech. Sgt. Guile a YIP-16 to Selfridge Field, Mich., Oct. 3rd, returning in a C-14 -- Lt. D.R. Goodrich an O-25A to Ft. Leavenworth, Kans., Oct. 11th, returning here next day.

Officers from other stations ferrying planes to this Depot were: Lt. McNeil, accompanied by Lt. Wise, from Birmingham, Ala., a BT-1, Oct. 5th, for inspection -- Lt. Hart an O-1E from Lunken Airport, Oct. 3d, for major overhaul, also Capt. Mann, an O-38 from Chicago, Ill., on Oct. 5th; Capt. Palmer, an O-38 from St. Paul, Minn., Oct. 6th; Lt. Scott an O-25A from Chanute Field, Oct. 7th; Lt. Doubleday a P-6E from Selfridge Field, Oct. 10th; Capt. Melvin an O-1E from Columbus, Oct. 10th; Lt. Landers with Major Chipman, from Maxwell Field, on Oct. 13th -- Capt. Gardner with Lt. McKnight, an O-2H from Sky Harbor, Tenn., Oct. 1st, for inspection -- Capt. Herold an O-2H from Lambert Field, Mo., Oct. 13th, for yearly inspection -- Capt. Gale and Lt. Carpenter, an O-38 from Stout Field, Oct. 6th, for minor repair -- Lt. Stiles an O-1B from Chicago, Oct. 8th, for minor repair -- Lt. Mace with Lt. Scow, an O-25A from Lawson Field, Ga., Oct. 10th, for engine change.

Aviation flights were made by Tech. Sgt. Guile, accompanied by James F. Bane, to Columbus, O., Oct. 4th; Lt. G.V. McPike, accompanied by Major Chipman, to Selfridge Field, Oct. 14th; Capt. H.A. Bivins, accompanied by Staff Sgt. Blair, to Selfridge Field, Mich., on Oct. 11th.

Tech. Sgt. Guile ferried Air Corps supplies to the following stations during the past two weeks: Chanute Field on Oct. 6th and 12th, Scott Field on Oct. 7th and 11th, Selfridge Field on Oct. 14th.

#### March Field, Riverside, Calif., Oct. 18th.

In response to numerous requests in this vicinity, speakers were furnished for aviation instruction in high schools, colleges and clubs in Southern California. Interesting talks on aerodynamics, tactical flying, training and equipment, were given recently by Lieuts. Matheny, Christenson, Treweek, Bowman and Master Sgt. Brockway.

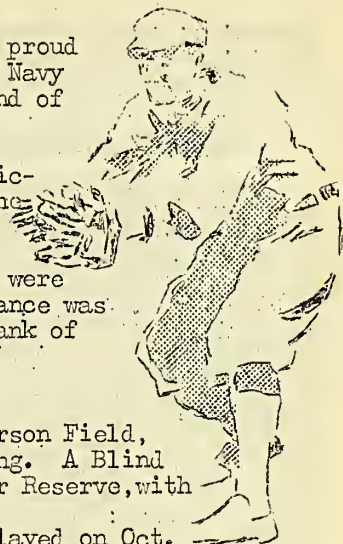
A recent announcement reveals the fact that 2nd Lieut. Leslie Rayhold, Air Reserve, of the 34th Pursuit Squadron, was married to Miss Thelma Muns of Redlands, Calif., May 21st.

Second Lieut. Phineas K. Morrill and Miss Katherine Sloane, of Riverside, were married on October 14th.

Bebe Daniels and Ben Lyon, famous motion picture stars, were present on October 15th, when the Commanding Officer received a review by the 1st Bombardment Wing.



Under the direction of Pvt. 1st Cl. Bannerman, the athletes of Rockwell Field organized a baseball team that the Field may well be proud of. Games were played with several teams representing ships of the Navy stationed at San Diego, and the Army team came out on the winning end of the largest proportion of the games.



The Hawaiian Air Depot is rapidly becoming socially and athleticly inclined. A baseball team is being organized and will enter the Honolulu Junior Business Men's League which starts in December. A big turnout was the result of the first call for players and great enthusiasm is being shown by the entire Depot. Funds for equipment were raised by subscription, and the response was generous. A benefit dance was the next means of raising money. Held at the Yokohama Inn on the bank of the Ala Wai Canal at Waikiki, the affair was a great success.

**GOLF** The annual Fifth Corps Area Golf Tournament was held at Patterson Field, Fairfield, Ohio, October 3rd and 4th, 94 entrants participating. A Blind Bogey Tournament, played on Oct. 3rd, was won by Lt. C.M. Smith, Air Reserve, with a score of 80. Low qualifying round was won by Major S.E. Wolfe.

Thirty-six holes of match play for the Barksdale Trophy were played on Oct. 4th and won by Lt. C.D. McAllister, of Wright Field, with a score of 160. Lt.-Col. A.W. Robins and Lt. E.A. Powers tied for second place with a score of 163.

Major-General Hugh A. Drum, Corps Area Commander, and the following members of his staff attended the tournament: Cols. C. Lininger, E.J. Timberlake, W.C. Sweeney, Lt.-Cols. C.R. Pettis, R.E. Beebe, Major O.J. Bond, Capts. G.C. Woodbury, C.E. Rayens and Major J.M. Mather. A total of 23 prizes, including the Barksdale Trophy, were awarded by General Drum on the afternoon of October 4th.

Clark Field, Pampanga, P.I., August 24th.

The Air Corps of the Philippine Department was honored by a Retreat Parade tendered to the Commanding Officers of Air Corps Units by the 26th Cavalry (Philippine Scouts). An impressive parade and review was held on the parade ground at Fort Stotsenburg.

The Squadron just lost two of its most popular and efficient officers, Lts. Hawkins and Harper, who proceeded to Baguio on detached service prior to the sailing of the REPUBLIC for the States. The Squadron (3rd Pursuit) regrets their leaving and will greatly miss them both.

For the second successive year the officers' bowling team won the Post Tournament by defeating the Cavalry and Artillery teams with commendable regularity. The Enlisted Men's Bowling team in the Department League is away out in front and it looks as if they will bring that trophy in also.

The Basketball team has not fared quite so well. To date they have a perfect score - no wins and several losses. They have put up a good brand of basketball, but with one thing or another they have lost by close margins.

Chanute Field, Rantoul, Ill., October 25th.

Of much local interest is the arrival and reporting for duty at Chanute Field of Captain Hartwell N. Williams, QMC, Construction Quartermaster, and Mr. Edmund Beer, Superintendent of Construction. Captain and Mrs. Williams have taken quarters on the post.

On October 8th, a review and inspection of the entire command of Chanute Field was held on the parade ground. This was the first review which included participation by the newly formed Headquarters Section of the Air Corps Technical School Detachment, and by the new student officers of the 1932-33 classes. Lieut.-Col. James A. Mars, Commanding Officer and Commandant, acted as Reviewing Officer.

On Saturday, October 1st, a convocation of the new officers' classes was held by the Commandant and his staff, at which the new student officers answered their first roll call, were introduced, and received instructions regarding school policies and regulations.

On October 5th, Chanute Field acquired two new Captains - W.C. Farnum and William R. Turnbull, and a new 1st Lieutenant - Oscar F. Carlson. The three newly promoted officers were recipients of enthusiastic congratulations of the officers of Chanute Field and the Air Corps Technical School.

Captain Takashi Aoki, Imperial Japanese Army, Assistant Military Attache of the Japanese Embassy, Washington, was a visitor at the Field on October 21st. Captain Aoki was received by Lt.-Col. Mars, Commanding Officer, and escorted through the Technical School on an inspection visit.

Additional copies of the Air Corps News Letter are being received and are being carefully distributed in order that they may be available for reading to every member of the command. It is noted that during the last year, the interest of enlisted personnel has become much centered in the Air Corps News Letter, in regard to articles and items of general interest, as well as reference to this and their home stations. Reports from both the Technical Library and Post Library, as well as from other points of distribution, show that the News Letter is thoroughly read by officers and enlisted personnel, as well as by members of the civilian instructional staff, resulting in the conviction that it is a most welcome and valuable Air Corps activity.

Recent aviation flights by Chanute Field officers include: Capt. S.C. Skemp to Chicago & Scott Field; Lt. C.G. Percy to Chicago, and with Lt. H.J. Flatequal to Moline, Ill.; Lt. H.W. Anderson to Milwaukee, Wis., and with Major M.O. Beebe to Chicago; Capts. W.A. Hayward and W.C. Farnum to Wright Field; Lt. S.E. Anderson and Major M.O. Beebe to Chicago; Lt. F.E. Cheate to Pekin, and with Capt. Walter Bender to Wright Field; Lt. O.F. Carlson to Scott Field; Lt. Geo. W. Goddard and Major L.W. Ballantyne to Wright Field; Lt. J.A. Bulger to Patterson and Scott Fields; Capt. E.G. Harper with Lt.-Col. J.A. Mars to Beardstown, Ill., and with Lt. J.F. Newberry to Lansing, Mich.; Lts. J.F. Guillett, R.V. Williams, M.H. Warren, G.R. Acheson and R.E. Holmes to Chicago; Lt. J.S. Stowell to Covington, Ind.; Lt. F.G. Allen and Capt. A.W. Marriner, Lt. R.L. Easton to Wright Field; Lt. H.G. Bunker to South Bend, Ind.; Lt. R. Scott

Patterson Field; Capts. F.S. Borum and W.C. Farnum to St. Paul, Minn.; Capt. S.M. Connell, Sgt. D.M. Swisher and Capt. C.E. Braunshaw to Pekin, Ill.; Lt. C. Sommers to Knox, Ind.; Lts. E.H. Alexander and O.F. Carlson to Selfridge Field; Lt. W.B. Blaufuss to Scott Field.

115th Obs. Sqdn., California National Guard.

Lieut. Claiborne completed a photographic mission to San Luis Obispo, Calif., photographing the missions at San Luis Obispo, Santa Inez, Santa Barbara and Ventura.

Lieut. J.V. Wallen completed a visual reconnaissance of the San Francisco Bay area, and Capt. E.H. Robinson and Lt. Harry Gilmore reconnoitered the landing field at Menatchee Meadows. A sketch of this high altitude field is now on file in the operations office.

The new assignment list of the Squadron is as follows: Staff Air Officer, 40th Division, Lieut.-Col. John N. Jeffers; Commanding Officer, 115th Obs. Squadron, Major Eldo Peterman; Adjutant, Lieut. Leonard E. Thomas; Operations Officer, Capt. E.H. Robinson; Officer in Charge of Plans and Training, Capt. A.A. Barrie; Commanding "A" Flight, Capt. George C. Sherwood; C.O. 115th Photo Section, Lieut. Russell Larson; Chemical Warfare and Station Inspector, Lieut. C.A. Burrows; Engineering Officer, Lieut. J.V. Wallen; Armament Officer, Lieut. H. Paul Whittier; Mess, Range, Asst. Armament Officer and Club Treasurer, Lieut. O.D. McKenzie; Flight Surgeon, Recruiting Officer and Club Secretary, Capt. Richard O. Bullis; Transportation, Athletic, Police Officer and Fire Marshall, Lieut. W.H. Sanford; Parachute and Asst. Engineering Officer, Lieut. Charles Haas; Communications Officer, Lieut. Clifford R. Gard; Supply Officer, Lieut. Harry E. Gilmore; Asst. Flight Commander "A" Flight, Lieut. John Sewall; Asst. Flight Commander "B" Flight, Lieut. F.M.S. Miller; Intelligence, Public Relations, Non-Coms. School, Press Correspondent, Lieut. Harry C. Claiborne.

The last-named gentleman, who is the News Letter Correspondent, submitted some pertinent, impertinent, or what have you, comments on all of the above-named officers, including himself. These comments, while very interesting, cannot, with propriety, be inserted in the News Letter.

Hqrs. 12th Observation Group, Brooks Field, Texas.

Brooks Field, station of the 12th Observation Group, has decided to take care of any calls that would be ordinarily taken care of by the Red Cross or other outside agencies. Contributions will be made from the Brooks Field Community Chest to the American Red Cross, the Army Relief Society, Associated Charities and other relief agencies. This will prevent the various attempts that are made to solicit funds on the post during the year.

The budget calls for raising \$1,000 on Brooks Field, and the committee handling the collections expects to "go over the top" on the first pay-day. The response from all the personnel of the Field to its Community Chest is very encouraging and shows a high esprit among them.

Flying activities of the 12th Observation Group, Brooks Field, included training flights by Lieut. W.W. Messmore, leading flight of three, other pilots being Lieuts. Coates and Redetzke, with three mechanics, to Dallas, Texas -- Lieut. Joseph H. Hicks, leading a flight of three C-19's to Campbellton, Texas, Oct. 18th -- Lieuts. A.S. Hefley, Hiram Broiles, O.J. Mosman and Nelson, in four C-19's, to Hensley Field, Oct. 24th.

Lieut. John R. Novake, pilot, with Lieut. Redetzke, co-pilot, flying a C-7A, ferried students from Brooks Field, Kelly and Randolph Fields to the Air Corps Technical School on October 23rd.

Major Frank D. Lackland, Commanding Officer of Brooks Field, returned recently from an extended aviation tour which took him to Dayton, Ohio, where he attended the Engineering Conference, and to Washington, returning via Fort Benning; Maxwell Field; Shreveport, La., and Galveston.

Major H.H. Young, formerly Executive Officer of Brooks Field, and filling the same position at Fort Crockett, Galveston, Texas, visited here October 21st. Major Young is in temporary command of Fort Crockett during the absence of Colonel Hickam.

Lieut. and Mrs. Winfield S. Harlin returned from their wedding trip to Monterrey and other points in Mexico, and are at home at Brooks Field. Lieut. Harlin is Adjutant of the 12th Observation Group.

Officers of Brooks Field are contemplating some interesting hunting at Matagorda this fall. Fishing has occupied the program with enthusiasm and unusual success, as is effectively attested by the interesting photographs of actual "catches" brought back by the officers. Matagorda Island is but a few miles from Port O'Connor, known throughout the United States as offering some of the best fishing in the entire country.

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Charles "Casey" Jones, well-known commercial pilot, has just wound up two weeks of active duty at Mitchel Field, N.Y. While on duty at this field he was assigned to the First Observation Squadron along with Captain Charles Avery, Manager of the Valley Stream Airport. Captain Avery is the holder of several war-time decorations. "Both men enjoyed their tour exceedingly and commented on the efficiency of our present day craft," says the News Letter Correspondent.

Frank Smith, a fire guard, who was a member of the Wright Field Fire Department for some time, lost his life on Sept. 15th, as the result of burns received that day when fire broke out in the garage. The fire department was called and, in spite of the fact that it was known that 2 300-cu. ft. acetylene gas tank, which might explode, was in the vicinity of the fire, Smith entered the building to try to extinguish the flames. The tank exploded, blowing out the rear wall of the building. Smith took the risk in an effort to prevent what might have proved a serious fire, damage to other lives and property. His bravery needs no eulogy.

Our Correspondents are requested to omit items of a purely social nature when submitting contributions to the News Letter. Shortage of mimeograph paper makes it necessary to reduce the size of this publication.

A new YA-8A (revised YA-8) airplane is expected at the Materiel Division, Wrightt Field, from the plant of the Curtiss Company very shortly. This plane incorporates a geared V-1570F engine instead of the direct drive engine of the YA-8. Changes were also made in the bomb racks and smoke screen equipment.

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The name of our American Legion post has been changed from Aviation Post No. 171 to the Richard F. Taylor Aviation Post No. 171, in memory of its founder and first Commander, Major Richard F. Taylor. The post is made up of officers and enlisted men of the National Guard and Reserves in the Air Corps, and any civilians who at some time have been in the Air Corps.

The Indiana mine area camp at Shakamak Park was named Camp Richard F. Taylor, in memory of Major Taylor, who lost his life while on air patrol during mine duty, Sept. 10, 1932. This name is by order of Major Thompson, and signed by the Camp Adjutant, Lieut. Louis G. Bumen, 139th F.A.

Lieut. Wilbur Morgan is recovering from stomach disorder, due to which he spent several weeks in the hospital. We hope to see him at drill next week. Lt. Taylor ground-looped his Dodge and spent a week in bed. We expect to give him some dual time on Fords now before soloing him again on autos.

Capt. Dudley Pfaff returned to the Squadron after a four months' stay at Randolph Field, where he completed the course at the School of Aviation Medicine and received his rating as Flight Surgeon. Congratulations, Captain!

Sgt. Fred Wilson returned from Chanute Field, where he spent several months in the Radio School. He tells us he had an average of 91.8, which was the highest in his class. We also wish to congratulate him on this fine record.

Capt. Guy H. Gale returned from the Walter Reed Hospital, after having recovered from minor ailments. We are glad to have him back and are wondering just why our outfit is so hard on instructors.

We are happy to say that Sgt. Vickery is nearing complete recovery from injuries received in the crash with Major Taylor. We regret deeply that the Major could not make the same recovery.

Ed. Note: Wake up, you National Guard Squadrons! Send in as much material and as often as the Indiana Guard, or the Texans and Californians.

Wright Field, Dayton, Ohio, October 20th.

Lt.-Col. Aldo Guglielmetti, Royal Italian Aviation, and Commander Paolo Sbernadori, Air Attache of the Italian Embassy, Washington, visited Wright Field Oct. 11th and 12th. While in Dayton they were the guests of General Pratt, Chief of the Materiel Division. - The Division felt honored when Capt. G.S. Warren, of Selfridge Field, formerly of the Industrial War Plans Section here, used part of his furlough leave to pay it a visit. -- Captain George Polk arrived here Oct. 4th, ferrying a new Bellanca plane from the plant at New Castle, Delaware. Formerly Chief of the Equipment Branch at McCook Field, Capt. Polk is always especially welcomed by his old friends of the service. -- Donald Douglas, President of the Douglas Aircraft Corp., Santa Monica, Calif., arrived here Sept. 28th, remaining several days for conferences with the Chief of Engineering. -- Wright Field had the pleasure of having as its guests for several days the latter part of September, the Cuban Good Will Flyers, who stopped over here for a visit on their way from San Antonio to Washington. In command was Capt. Mario Torres Nener, the other two members of the flight being Lts. Pablo Alonzo Echevarria and Rudolfo Herrera Rodriguez. Several mechanics accompanied them. All were members of the Cuban Air Force. -- Capt. M.D. Mann flew in from Chicago, Sept. 16th, remaining at the Division until the 19th, when he returned to his home station. -- Capt. Wendell Brookley spent several days at the Division early in October. -- Brig. General Oscar Westover, Assistant Chief of the Air Corps, stopped at the field on his way west from Washington.

Major Robert L. Walsh, accompanied by Capt. Lawrence Eyer, Air Reserve, ferried an O-19 to Seattle, Wash. At Santa Monica they picked up an O-25A to ferry back to the Division. - Lt. F.M. Hopkins, Asst. Commandant of the A.C. Engineering School, took off Sept. 16th for Newark, N.J.; Langley and Bolling Fields. -- Lt. A.R. Crawford proceeded to the plant of the Douglas Co. at Santa Monica to ferry a YO-31C to the Materiel Division. -- Major E.L. Hoffman was at Akron, Ohio, recently for conference on parachutes. -- Major W.E. Kepner and Lt. H.H. Couch proceeded to Scott Field Sept. 28th to witness tests of the motorized observation balloon. -- Capt. R.C. Moffatt ferried a YO-27 plane to Dundalk, Md., to the plant of the General Aviation Corporation, Sept. 28th. -- On same day Lt. R.J. Minty flew to Newark, N.J., to have an automatic pilot installed in the C-4A airplane. -- Capt. A.W. Vanaman and C.W. Orton, Chief of the Finance Budget Section, proceeded to Washington on Oct. 11th, then to Hartford, New York City and Buffalo to audit Air Corps contracts. -- Lt. E.M. Powers and J.B. Brelsford, of the Power Plant Branch, proceeded on a tour of western fields to obtain information on the performance of V-1570 engines. Their itinerary included Santa Monica, Crissy, March, Rockwell, Randolph and Kelly Fields, and Fort Crockett. -- For the purpose of making a survey of radio equipment in National Guard units, Capt. T.C. Rives and Lt. W.G. Smith left Oct. 11th for Chanute, Scott and Lambert Fields, Kansas City, Fort Riley and Omaha. -- Change from the single to the double shoulder bar was made by Captain J.A. Woodruff on October 1st.



It was announced in the News Letter of Sept. 21st that Pvt. Raymond Motley, 32nd Bombardment Squadron, was a candidate for the West Coast Football team, and since that time Pvt. Motley has proven himself worthy of wearing the Army's colors on the gridiron. The following is an extract from Athletic Bulletin No. 7, Hqrs. 9th Corps Area, Presidio of San Francisco: "Private Raymond Motley, Rockwell Field, was clearly the outstanding performer in the ranks of the Reserves who played last Saturday night. This young man, playing the key fullback position in the back-field, ran, passed, kicked and blocked his way right into a berth on the first team. It was a pleasure to watch a lad play who really acted like he wanted to play. He has the right attitude, that young fellow, and you are going to hear plenty more of him as the season wears on."

The work this young man is doing is making a good showing for the Air Corps and for Rockwell Field, and the members of this command are very proud of Private Motley and the good record he has written.

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In an hour of real football, Michigan Teck downed the Selfridge Field team, October 22nd, by the score of 13 to 0. Private Strong, Lieuts. Bradley, Bruce and Unruh starred for the Pursuiters.

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After a thorough trouncing to the tune of 37 to 6 by the Jefferson University of Dallas, Texas, the Kelly Field football squad has leveled off to some real concentrated training under the able coaching of 1st Lt. Henry R. Baxter, who is assisted by 2nd Lieuts. M.W. Arnold and J.C. Gordon, recent graduates of Kelly Field. Kelly Field also lost a beautifully played game, the first league game of the season, to Randolph Field by a score of 6 to 0. It was during the first few minutes of play that Randolph made their lone touchdown as the result of a blocked punt.

Games in the Army League thus far resulted in the following scores: Oct. 15, Brooks Field 0, 2nd F.A. Brigade 0; Oct. 22nd, 23rd Inf. 13, 9th Infantry 7; Oct. 26th, Randolph Field 13, Brooks Field, 0.

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Under the arclights of Langley Field stadium, before a capacity crowd of fans, the Gold and Blue gridders rolled over the heavy and versatile eleven from West Liberty State Teachers College, on the night of Oct. 15th, by the score of 13 to 6. This was the fourth consecutive victory for the Airmen, who entered this encounter as the "underdog," being figured less powerful than their opponents from West Virginia. Off to an auspicious start, when Miller spun his way 35 yards on the opening kickoff, five plays saw the visitors cross Langley's goal line to take the lead in the first few minutes of play. Langley, recovering from this quick work on the part of their rivals, settled down to real play, outrushing and outgaining their heavier adversaries for the remainder of the contest. Two sustained drives of 40 and 45 yards resulted in touchdowns for the Birdmen, with Kerr, Owens, Hunt and Tyrell carrying the ball. Superlative interference was featured on these plays, during which the locals ran up 15 first downs against 3 for the visitors. West Liberty's aerial attack, while brilliant at times, lacked sufficient consistency to be an effective scoring weapon after the opening minutes of play. The Army eleven depended on straight line plays and reverses for their scores and showed their actual fighting power. It will be remembered that West Liberty had the leading scorer in the country last year, and was an overwhelming favorite to give the Langley Airmen their first setback of the year.

#### 19th Airship Co., Langley Field, Va., Oct. 25th.

Capt. L.A. Lawson was relieved of his duties as Personnel Adjutant, Recruiting Officer and Public Relations Officer and assigned in command of the 19th Airship Co. He holds the rating of Airship Pilot, Aerial and Balloon Observer. Capt. W.D. Wheeler was relieved as Post Police and Prison Officer and took over the duties formerly held by Capt. Lawson. First Lt. James C. Shively, former Commanding Officer of the 19th, assumed duties as Officer-in-Charge of Hangar, Operations and Engineering Officer of the Lighter-than-Air at Langley Field.

First Lieut. R.R. Gillespie departed Oct. 22nd for Edgewood Arsenal, Md., to pursue a six weeks' course in Chemical Warfare.

#### Kelly Field, San Antonio, Texas, Oct. 27th.

Capt. Albert F. Hegenberger and Mr. Harold Gatty, while enroute from Washington, D.C., to San Diego, Calif., visited the field on Oct. 10th. Capt. Hegenberger was the guest of Capt. Lester J. Maitland. It will be remembered that they were companions on the U.S. flight to Hawaii. -- A triple wedding of three newly made 2nd Lieuts., Air Corps Reserve, took place immediately after the graduation exercises at Kelly Field on Oct. 14th. Samuel J. Gephart and Miss Estelle Sirmang, of San Antonio; Edward C. Plummer and Miss Josephine Thompson of San Antonio, and Richard W. Henderson and Miss Audrey Dowdy, of Chicago Heights, Ill., were married in the Kelly Field Chapel by Chaplain Auro J. Cohee of Fort Sam Houston. -- Captains J.A. Laird, T.S. Voss, U.G. Jones, Lts. J.M. Fitzmaurice, W.H. Hardy and H.W. Pennington ferried six Pursuit planes from Mather Field, Calif., to Barksdale Field, Shreveport, La., for the new Pursuit organizations being formed at that station.

#### Fort Sill, Okla., October 27th.

The new Combination Hangar was completed and accepted Oct. 1st, and immediate steps were taken to move all activities of Air Corps Headquarters and Flight "E," 16th Obs. Sqn. into the new surroundings. All activities are located and are operating in the Hangar, except the Air Corps Supply, Parachute Dept. and Photographic Dept. These departments will be moved as soon as minor changes can be made to provide for their installation. -- From Sept. 27th to Oct. 26th, a total of 124 planes landed at this station - the largest number of visitors we have had since the Air Corps Maneuvers in May, 1931. -- The Hon. Patrick J. Hurley, Secretary of War, and party, visited here Oct. 11th, and departed for Hugo, Okla., the next day. -- Congressmen McSwain and Sandlin, accompanied by Lt.-Col. J.E. Fickel and Lt. H.A. Halverson, visited here Sept. 29th, and departed for Oklahoma City on the 30th.

# AIR CORPS NEWS LETTER

ISSUED BY THE  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

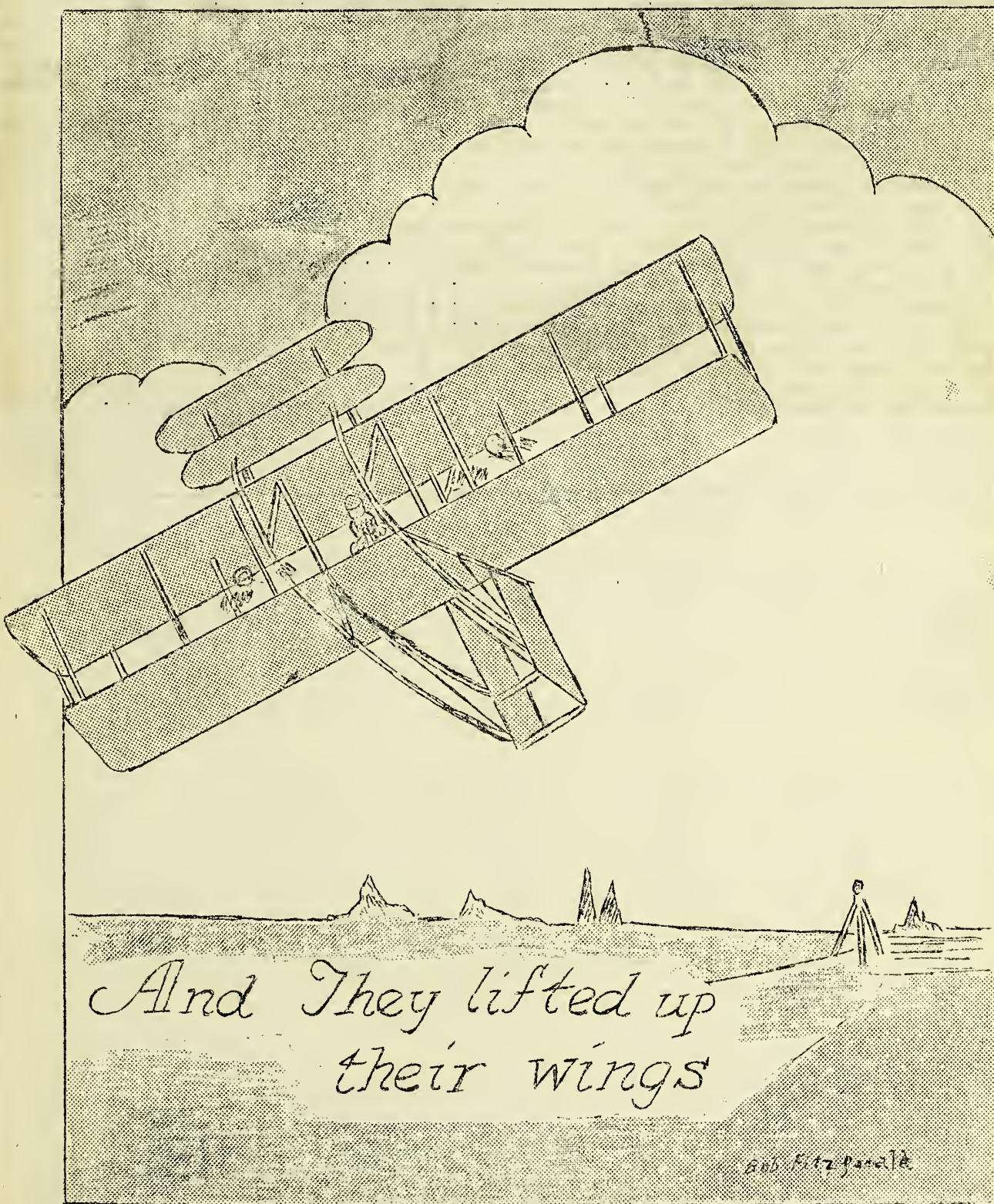


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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from Air Corps Fields.

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#### A FITTING MEMORIAL TO THE PIONEERS OF FLIGHT

In a story on "The Early History of the Airplane," written by the two famous aviation pioneers, Wilbur and Orville Wright, they tell us that "the first flights with the power machine were made on December 17, 1903. Only five persons besides ourselves were present. These were Messrs. John T. Daniels, W.S. Dough, and A.D. Etheridge, of the Kill Devil Life-Saving Station; Mr. W.C. Brinkley, of Manteo; and Mr. John Ward, of Naghead.

Although a general invitation had been extended to the people living within five or six miles, not many were willing to face the rigors of a cold December wind in order to see, as they no doubt thought, another flying machine NOT fly. The first flight lasted only 12 seconds, a flight very modest compared with that of birds, but it was, nevertheless, the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in free flight, had sailed forward on a level course without reduction of speed, and had finally landed without being wrecked. The second and third flights were a little longer, and the fourth lasted 59 seconds, covering a distance of 852 feet over the ground against a 20-mile wind."

Now, 29 years later, on the spot where the Wright Brothers made their first successful flight, stands a 60-foot granite

pylon, erected on the summit of Kill Devil Hill at Kitty Hawk, N.C., to mark the birthplace of modern aviation. This monument was dedicated on Saturday afternoon, November 19th, to the genius and courage of these two young Dayton bicycle mechanics who conquered the air. Wilbur Wright is dead, but Orville, who soared aloft for the first time in history in a power plane, attended the ceremonies dedicating the memorial.

Led by Secretary of War Hurley and Secretary Adams of the Navy, a large crowd of famous flyers and flying enthusiasts attended the dedication of the Wright Beacon. The monument is a magnificent triangular granite shaft surmounted by an airways beacon. Flood lights will illuminate the monument at night, making it a distinctive feature of the landscape. It will serve as an aid both to aerial and marine navigation. The memorial was erected by authority of an Act of Congress by the United States Government at a cost of approximately \$250,000 to commemorate the marvelous achievement of the Wright Brothers at this location. The monument was constructed by the Quartermaster Corps of the United States Army, under the general supervision of a commission composed of the Secretary of War, the Secretary of the Navy and the Secretary of Commerce.

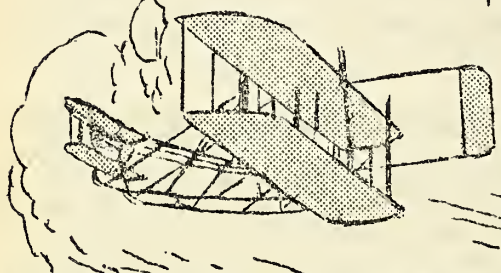
At the instance of the Kill Devil Hill Memorial Association, the Senators and Representatives of North Carolina secured the passage of a bill by Congress authorizing the acquisition of a site and the erection of a monument commemorating the first heavier-than-air flight. This bill was approved by President Coolidge on March 2, 1927. Kill Devil Hill has an elevation of 91 feet above sea level. On account of prevailing winds, the sand on this hill was shifting constantly, and one of the first tasks of the construction engineers of the Quartermaster Corps was to anchor this sand. This was done by clothing the wind-swept dune with a type of grass which tied it to the beacon. This was a remarkable achievement, especially in view of the fact that so far as known nothing of the kind had ever been previously attempted, and no data on the subject was available. Many engineers expressed the opinion that it could not be done and recommended a change of site.

The design of the monument was selected after a nation-wide competition of artists and architects. The monument is made of Mount Airy granite. On December 17, 1928, the 25th anniversary of the first flight, the corner stone of the monument was laid by the Secretary of War, Dwight F. Davis, in the presence of a large gathering of persons from all sections of the country. Actual construction work on the monument, however, did not begin until February, 1931. The delay was necessary in order to permit the growth of the grass to anchor the sand dune. The completed monument, together with the cost of acquiring a site and incidental expenses, represents an expenditure of approximately \$250,000.

The site of the new monument is in a region rich in historic interest. Not only is it the birthplace of modern aviation, but it is within a few miles of the birthplace of Virginia Dare, the first white child born in the territory embraced within the United States. It will be recalled that the first English Colony in North America was established on August 17, 1585, by Sir Walter Raleigh on Roanoke Island, the outlines of which are plainly visible from the Wright monument. The following year the colonists, threatened with starvation, and Indian attacks, returned to England. A few days after they had left, Sir Richard Grenville arrived with supplies and more colonists, fifteen of whom agreed to remain.

In 1587, more colonists arrived, but none of the original fifteen was alive. Nevertheless the new colonists, numbering 101 persons, remained on the Island. Here, on August 18, 1587,

Virginia Dare, a grand daughter of John White, leader of the Colony, was born, the first native white American. White soon returned to England, leaving the colonists on the Island. He was detained in England until 1591, and upon his return to Roanoke Island he found not a trace of the ill-fated colony, save only the word "Croatan" carved on a tree. The assumption, which lacks positive proof, is that the Colony went away with some friendly Indians of the Hatteras tribe. There are in Robeson County, North Carolina, a remnant of a mixed people of Indian habits and occasional English names calling themselves "Croatans." It is quite possible that the identity of the lost English Colonists disappeared among their Indian hosts.



Near the site of the original Colony on Roanoke Island is the town of Manteo, named for the first Indian to accept the Christian faith. Not far from the new Wright Memorial is the village of Nag's Head. This is an interesting little summer resort frequented by North Carolinians. It is said that the village derived its peculiar name many years ago from a ruse practiced by beach combers who fastened a lantern to the head of a horse which, when the horse walked up and down

the beach, would have the appearance of a light on a ship gently riding at anchor. This ingenious device would lure vessels to the shore to be pillaged by the beach combers.

Near Nag's Head, the Hady, a ship of the British Navy, ran aground in 1698. This vessel had been sent to North Carolina to prevent the shipment of tobacco to Boston without the payment of the British tax. On the advice of the native pilot, the captain removed the guns in an effort to float the ship. As soon as the guns were off, the Colonists in the vicinity attacked and destroyed the ship. Off the coast in this vicinity in 1918, the British tanker, Murlo, was torpedoed and sunk by a German submarine. The members of the United States Coast Guard effected a daring rescue of 42 of the 52 members of the crew of the blazing and sinking ship.

Arrangements had been made to handle 20,000 persons, but heavy rains throughout the night and most of the morning cut the attendance to a bare thousand, and hundreds of these sat in automobiles far from the speakers' stand as the storm raged.

The Hon. Patrick J. Hurley, Secretary of War, paid tribute to the genius of the Wright Brothers, classing them as among "America's immortal sons," in the principal address of the occasion. Extracts from his address are quoted below, as follows:

"We have come here to dedicate a monument to the genius and the courage of the two great American pioneers, Wilbur and Orville Wright. While Orville Wright was to have the honor of piloting the plane in the first actual flight, the achievement was the joint accomplishment of both brothers. After years of intelligent and persevering experiment, they succeeded, for the first time in human history, in achieving a successful power-driven flight. As a direct result of their successful flight right here at Kill Devil Hill on December 17, 1903, the conquest of the air is to be achieved. I use the future tense advisedly. Great as has been the progress since these intrepid men achieved the first successful flight in a power-driven plane, air transportation is yet in its infancy.

By this eloquent monument America pays a profound tribute to two of her immortal sons. Little that we may say here today will add to the lustre of their renown or to the glory of their achievements. Far more eloquent than words, the mighty aircraft that fly above us day and night proclaim their handiwork. In honoring these two pathfinders, we should recognize in their achievement the spirit of America that made their inventions possible. We should dedicate ourselves to the perpetuation of the ideals of American life that encourage such individual enterprise. In world history our nation is very young, but many of civilization's most significant victories over the elements of time and space first were realized in this country.

In the dauntless courage of the Wright Brothers, who despite all perils, criticism and ridicule, persisted in their faith, and lived to realize their dreams, we see a manifestation of that same pioneer spirit that explored a continent, colonized a new world and developed American civilization. These very shores of North Carolina which witnessed the successful conquest of the air by Wilbur and Orville Wright have beheld many other striking examples of this great pioneer spirit. Close to this very sand spit, where now stands the monumental shaft to honor the Wright Brothers, landed Sir Walter Raleigh's band of fearless colonists. They came not as adventurers in a quest of gold and glory but as homemakers to create better surroundings for themselves and their families. Not far from here at Roanoke Island was born Virginia Dare, the first child of British parents in America. Ill fate followed many of these early expeditions. Sir Walter Raleigh's colonists disappeared. As the first pioneers vanished, always there were others, still undaunted, ready and eager to leave the Old World with its prejudices and limitations and its tyrannies to seek new hope and new promise on the new continent. These pioneers brought with them the ideals of freedom and justice, and other pioneers carried them across the continent to the Pacific. To the legitimate aspirations of the individual, America offered equal opportunity. On this new continent there has been established a new high level for individual happiness and human achievement by guaranteeing to each individual equality of opportunity and protection of the right of each to "life, liberty and the pursuit of happiness."

This American victory for the human race over the forces of greed and oppression was not won without sacrifice of blood and treasure. The constant increase of governmental functions is a decided threat to freedom and individualism. As the beacon light from this shaft will guide mariners of the sea and air to harbors of safety, so may the bright rays of individualism and equality of opportunity that made possible the feats of Wilbur and Orville Wright, show us the way to the achievement of the ideals of America."

The Hon. J.C.B. Ebringhaus, Governor-elect of North Carolina, and Representative Lindsay Warren, of the First North Carolina District, also spoke, each paying tribute to the Wrights and their achievements. Miss Ruth Nichols, one of the world's outstanding women fliers, paid a brief tribute and then, standing in the rain before the face of the monument, unveiled the marker, which stands atop of Kill Devil Hill, a large sand dune.

Hardly had the exercises been completed when the sun came out, and the weather was clear as honor guests of the occasion gathered at Carolina Beach for a luncheon given by the Kill Devil Hill Memorial Association. Orville Wright renewed acquaintanceships with residents of the Carolina Banks, who were here when he and his brother first experimented with their boxkite glider and then with their motor-driven plane. Noted for modesty and a retiring nature, he took no part in the ceremonies.



## MARCH FIELD MAINTAINS HIGH MARKSMANSHIP



WITH the completion of the 31st Bombardment Squadron's field duty at Rockwell Field on October 10th, the 7th Bombardment Group finished its 1932-33 bombing and gunnery with credit to itself and distinction to its individual members. Every officer in the Group qualified as EXPERT bomber. Scorings were done by two commissioned officers riding in the rear of the plane on each record run. The Squadron's records are as follows:

9th Squadron: Average score - 1823.8; high scores, 2nd Lt. J.D. Hutchinson, Air Reserve, 1927; Capt. Harold D. Smith, A.C., 1914; 2nd Lt. Lester G. Heston, Air Reserve, 1914.

11th Squadron: Average score - 1827.6; his scores, 2nd Lts. Donald R. Lyon, 1965; Lewis R. Parker, 1900; Joseph A. Miller, 1890.

31st Squadron: Average score, 1757; high scores, 2nd Lts. Millard L. Lewis, 1868; Marvin L. Harding, 1860; 1st Lt. Ralph A. Snavely, 1857.

"It is the general consensus of opinion among the officers of this Group," says the News Letter Correspondent, "that the present requirement of 1500 points for qualification as EXPERT bomber is too low, and it has been suggested that the qualification requirement be raised. Out of 43 officers in this Group who shot the aerial gunnery records, forty qualified as Expert, two as Sharpshooters and one as Marksman."

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## DETROIT CITIZENS INTERESTED IN AVIATION

Many calls are received each month at Selfridge Field for officers to address civic organizations and clubs in Detroit and vicinity, which is a very good indication of the interest that civilians in this community have in the Air Corps and aviation in general. No opportunity is passed up to fulfill these requests and to present to the various clubs and organizations a clear picture of the Air Corps, its duties and responsibilities.

During the month of October, Major George H. Brett, Commanding Officer of Selfridge Field, addressed the Boulevard Shrine Club on the "Organization and Functions of the Air Corps." Major A.H. Gilkeson addressed the Detroit Edison Club on the "History of the Army Air Corps and Selfridge Field." Lieut. A.A. Kessler also made an address on the "Duties and Training of an Air Corps Officer." All of these addresses were received with much enthusiasm and it is believed much can be done to acquaint civilians with the Air Corps in this way.

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## SECOND LIEUTENANTS HAVE THEIR TURN IN PROMOTIONS

In recent months, 1st Lieutenants of the Army Air Corps happened to be so placed on the promotion list that most of the promotions in this branch of the service fell to their lot. Now the tide seems to have changed, and the second lieutenants are having their turn, according to Special Orders of the War Department recently issued, announcing promotions among Army commissioned personnel. Just lately, 19 Air Corps officers have either purchased new solitary silver bars or are still able to use their old bars with the gold rubbed off.

Lieut.-Colonel John H. Howard, Commanding Officer of Mitchel Field, N.Y., discarded his silver oak leaves for eagles, while Major John H. Pirie, on duty in the Office of the Chief of the Air Corps, changed his gold leaves for others of a silvery hue. The date of rank of these two field officers is November 1, 1932. The date of rank of 1st Lieut. Clinton W. Davies is October 29, 1932, while the other promoted second lieutenants, listed below in proper order, rank as of November 1, 1932, viz: Reuben Kyle, Jr., Harvey F. Dyer, Earl C. Robbins, A.J. Kerwin Malone, Russell Keillor, Mark D.S. Steensen, Ernest H. Lawson, John E. Bodle, William E. Doolittle, Russell Scott, Burton M. Hovey, Jr., Richard E. Cobb, Dale D. Fisher, Henry W. Dorr, Irvin A. Woodring, Carlisle I. Ferris, Elwood R. Quesada and Willard R. Wolfenbarger.

The latest Air Corps first lieutenant recently promoted is Captain Caleb V. Haynes. Among the next 200 first lieutenants of all branches of the Army on the promotion list are 36 members of the Air Corps (18%), viz: Harold A. Bartron, No. 4; John F. Whitely, 12; Guy L. McNeil, 16; Clarence P. Talbott, 22; Alfred L. Jewett, 25; Louie C. Mallory, 28; Lewis S. Webster, 30; Roy W. Camblin, 34; Cornelius J. Kenney, 43; Winfield S. Hanlin, 44; Robert T. Zane, 56; LeRoy A. Walthal, 67; Lucas V. Beau, Jr., 68; N.R. Laughinghouse, 73; James M. Gillespie, 107; Frederick von E. Kimble, 158; William J. Hanlon, 159; Howard A. Craig, 161; David R. Stinson, 162; Joseph T. Morris, 163; Armor S. Heffley, 166; Wm. R. Sweeley, 168; George A. McHenry, 170; Carlyle H. Ridenour, 176; Russell C. Macdonald, 177; Bennett E. Meyers, 178; Paul H. Prentiss, 181; Robert S. Heald, 182; Warren A. Maxwell, 183; Frederick M. Hopkins, Jr., 186; George E. Rice, 189; Leonard D. Weddington, 190; Edward M. Powers, 193; William B. Clarke, 196; Paul E. Burrows, 198; George H. Brown, 199. Among the next 200 first lieutenants on the promotion list, 64 are members of the Air Corps, or 32%. During October, a total of 24 first lieutenants from various branches of the Army were promoted. On the assumption that this number would be the average in the promotion of first lieutenants from now on, it would appear that Lieut. Brown should receive his captaincy within the space of eight months; furthermore, that promotions from then on should be at a much more rapid rate.

From the standing of second lieutenants of the Air Corps on the promotion list, it seems that for some months to come promotions will be at a slower rate. Among the first 200 officers of this rank on the promotion list, only 30, or 15%, hold commissions in the Air Corps, viz: George W. McGregor, 12; Charles A. Harrington, 13; Maurice F. Daly, 30; Laurence S. Kuter, 40; George McCoy, Jr., 53; Julius T. Flock, 58; John H. Sterling, 69; Mark K. Lewis, Jr., 71; Orrin L. Grover, 81; Milton L. Towner, 99; Fay R. Upthegrove, 104; Charles B. Stone, 3rd, 111; John W. Kirby, 132; Marion Huggins, 156; Neil B. Harding, 163; Robert L. Easton, 166; Frank K. Park, 173; Walter W. Cross, 174; Otto C. George, 177; John N. Jones, 178; Leo W. DeRosier, 190; Gordon P. Saville, 191; Charles B. Overacker, Jr., 192; George H. Macnair, 193; William B. Blaufuss, 194; James A. Ellison, 196; Hoyt L. Prindle, 197; James F. Walsh, 198; George R. Geer, 199; Donald W. Bemer, 200.

During October, a total of 29 second lieutenants of all branches of the Army were pro-

moted. Assuming this number to be the average monthly rate of promotions, 2nd Lieut. Benner should receive his promotion within seven months. There should be considerable acceleration in promotions among Air Corps second lieutenants in the next 200 officers of this rank on the promotion list, for 78, or 39%, are members of the Air Corps.

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#### WIND STORM CREATES HAVOC AT MARCH FIELD

A terrific wind storm, estimated at over 50 miles per hour, suddenly visited March Field, Riverside, Calif., on Monday, October 24th, and before five planes of the 11th Bombardment Squadron could be placed in hangars considerable damage was done to them. Three B-2 (Condors) had badly damaged vertical stabilizers and elevators. Two Y1-B3's (Keystones) had damaged wings. Sergeant Newman, 11th Squadron, received a broken arm when an unusually stiff gust of wind lifted a wing some 15 feet in the air, throwing the sergeant "for the count." Second Lt. E.S. Wetzel received a sprained ankle and is now in quarters. In spite of the seriousness of the situation, several amusing incidents happened during the height of the "maneuvers." One sergeant stated that it was a most unusual experience to sit in the cockpit of a Bomber and be able to fly straight up by merely pulling back on the wheel - an auto-giro feeling as it were. Another, who was evidently from Texas, compared it to a bucking broncho.

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#### MARCH FIELD "DESTROYED" IN AIR RAID

On the night of October 26th, hundreds of spectators were afforded an opportunity to witness the 7th Bombardment Group attack and destroy March Field in a daring and spectacular air raid. The exercise took place as a part of the training program at March Field, and in conjunction with the training of Battery "A," 63rd Coast Artillery (Anti-aircraft). Major J.T. McNarney commanded the Bombardment Group.

Assuming March Field as being an enemy air base, strongly fortified by anti-aircraft artillery (simulated by the searchlight battery), the Bombardment Group left its base at Alhambra to bomb the field and destroy buildings and shops, thereby paralyzing the field's usefulness to the enemy. Each of the three squadrons of the Group flew different routes to the objective, and about 7:00 p.m. began converging over the appointed spot. Bombardment planes were preceded by supporting Pursuit planes, the idea being that the Pursuit planes should be mistaken for the huge Bombers insofar as the anti-aircraft sound detectors were concerned. This plan worked so well that, while the smaller planes flew around over March Field below 3,000 feet altitude, the Bombardment formations slipped over, dropped their loads of death and destruction (bombs were simulated by flares) and then roared away to safety, only one plane being spotted and theoretically lost before it had completed its mission. Considering the fact that a total of 23 Bombers passed over the objective during the raid, and that the searchlight battery had practiced at March Field for about one month, "it is believed," says the News Letter Correspondent, "the 7th Bombardment Group deserves high commendation in carrying out its mission with the 'loss' of only one plane."

Remarks of praise for the airmen were heard on all sides from the deeply interested visitors at the field. The people were highly pleased with the display of searchlight beams scanning the heavens for the birdmen; plane after plane zooming over at altitudes from 5,000 feet to 11,000 feet; bright flares hanging lazily in the sky, lighting up the entire countryside; and later the Group landing by flights and the planes stored in the hangars, but they also understood that the mission was a complete success for the Air Corps. They seemed also to be struck with the realization "of what might have been" had real live bombs been used instead of the flares.

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#### TECHNICAL SCHOOL LIBRARY REDECORATED

The Technical Library of the Air Corps Technical School, Chamute Field, Rantoul, Ill., was recently redecorated and rearranged. Among innovations are steel filing and index cabinets for 90,000 blue prints, new ceiling lighting, new curtains and photographs, all furnished and executed at a minimum cost. The curtains are of unbleached fabric, the valance carrying duplicate horizontal stripes of satin ribbon in the ultramarine and golden orange of the Air Corps, while the drapes are gathered with silk cords of the same colors. Cost of the curtains was covered by local post donations. The photographs, framed in walnut and glass, without cost to the government, are enlargements, 20' x 24' of a series of twelve aerial photographs of single planes and meticulously exact formations of elements of the First Pursuit Group at Selfridge Field, recently taken by Lieut. George W. Goddard and Master Sergeant G.B. Gilbert, of the Air Corps Technical School. These photographs, with their marvelous cloud effects and examples of precision formation flying, are considered the most beautiful set of aerial photographs ever made.

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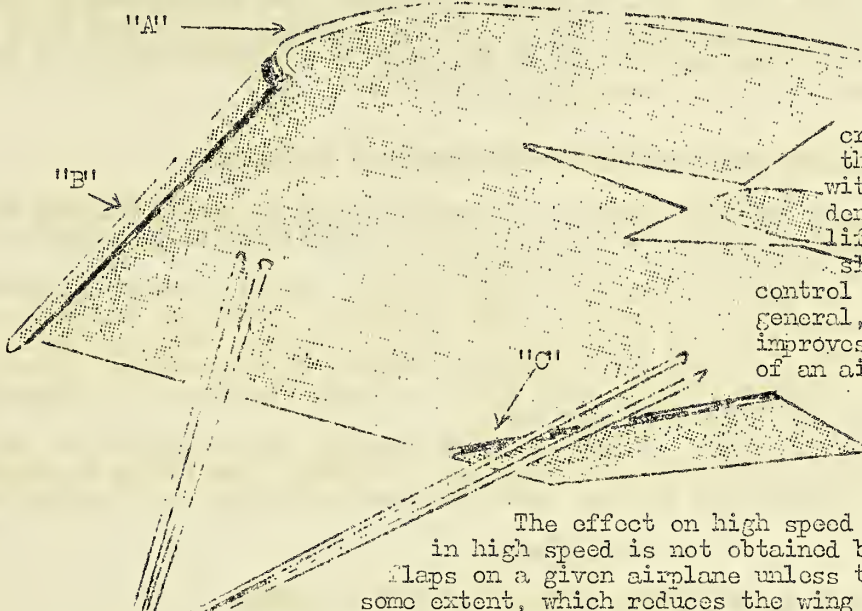
#### FORCED LANDING IN RAILROAD YARD

What might have been a very serious accident ended happily for Lieut. Paul Hinds, Air Reserve, though not so happily for his ship, when he was forced down by motor trouble in Detroit recently. Lieut. Hinds, an inactive Reserve officer who lives in Detroit, was flying a Curtiss P-6A during the regular Sunday morning Reserve training period at Selfridge Field. He was flying over Detroit when, from some unknown cause, his motor ceased to function. The only available place to set his ship down was a railroad freight yard directly beneath him. He had already put his wheels on the ground between the railroad tracks when he saw that he was heading directly for a group of small boys who had come into the railroad yard to watch him land. His only recourse was to ground loop into a line of box cars to one side.

Lieut. Hinds escaped without a scratch. The ship, however, was damaged so badly that a preliminary examination indicated that it cannot be repaired.

NOTE ON THEORY AND OPERATION OF SLOTS AND FLAPS

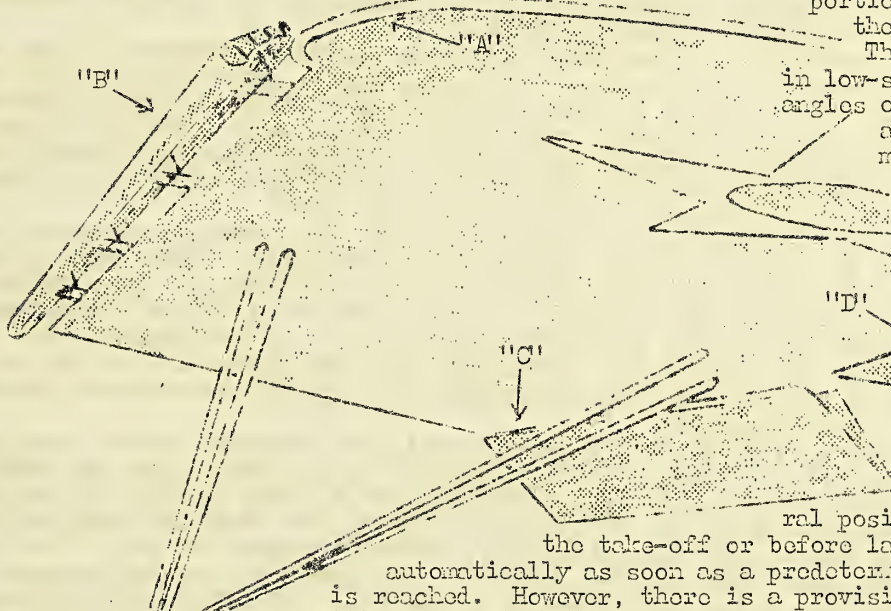
From an engineering standpoint, the arguments for and against the use of slots and flaps are approximately equal. The maintenance and experience of the service pilots on an Attack type airplane delivered to a tactical organization for service test in respect to these installations will have an important bearing upon future developments along this line by the Materiel Division. It should be pointed out that, in addition to the apparatus described herein, there have been a number of developments tested by aerodynamic laboratories in this country. These devices bear various trade names, but the principle and the effect are comparable to the device described.



Primarily, the function of flaps and slots on an airplane wing is to increase the maximum lift over that obtained on the wing without slots or flaps. Incidental to the increase of the lift, flaps and particularly slots, improve the lateral control at stalling speeds. In general, the use of flaps and slots improves the flying characteristics of an airplane at low speeds; that is, in landing and in take-off. They prevent or at least postpone the tendency toward involuntary spinning.

The effect on high speed is indirect. An increase in high speed is not obtained by the use of slots and flaps on a given airplane unless the wing area is reduced to some extent, which reduces the wing drag when the slots are closed and the flaps in the neutral position; that is, when both the slots and the flaps are inoperative. The airplane with wings of such reduced area with slots and flaps inoperative (or without slots and flaps) would have an excessive landing speed, but the opening of the slots and deflecting of the flaps would increase the lift and thus reduce the landing speed to approximately the same speed that the airplane had before the wing area was reduced.

Although there are several possible combinations of the flap, slot, and ailerons, the enclosed photographs show a representative type used on the Army Attack airplane, Curtiss YA-8. In the sketch below, the slot formed between the leading edge of the main wing "A" and the auxiliary airfoil "B," is open; the flap "C," hinged along the rear spar at the inner



portion of the wing, is in the deflected position. This combination is used in low-speed flying at high angles of attack, where the auxiliary airfoil automatically assumes the "open slot" position and the flap is depressed by a suitable manual control. The aileron "D" is slotted in the "up" position, but it is controlled by the stick independently of the slot or flap. The flap is lowered from its neutral position by the pilot for

the take-off or before landing. The slot opens automatically as soon as a predetermined angle of attack is reached. However, there is a provision for locking the auxiliary airfoil "B" in the closed position, thus making the slot action inoperative. The sketch at the top of this page shows the position of the auxiliary airfoil "B" in the "slot closed" position, the flap in neutral, and the aileron "D" in the "down" position.

It is fairly well known that the lift of any conventional airfoil increases with an increasing angle of attack. However, there is a limit to the increase of lift, since, depending on the shape of the airfoil and beyond angles of attack of 16 to 20 degrees, the lift does not continue to increase but decreases more or less sharply. It is further known that in the case of the conventional airfoil at small and medium angles of attack, where the lift is proportional to the angle, the flow of air above and below the airfoil is approximately parallel to its curvature. As the angle of attack increases, the flow of air begins to detach itself from the upper surface and to form a turbulent flow. This continues until the angle of maximum lift is reached, beyond which the flow breaks down quite suddenly and is accompanied by a drop in lift and a large increase in drag.

Both the slot and slot prevent the formation of turbulent flow above the airfoil; although each accompanies this by a different process. This is the reason why the maximum increase in the lift obtained with the flap alone is improved by the use of the slot and vice versa. By keeping the airfoil at some medium angle of attack and depressing the flap, the

airflow on a large portion of the upper surface remains undisturbed, because the wing itself did not change its angle; the flow of the air on the lower surface is, however, deflected downward by the depressed flap. This additional deflection of the mass of air is the cause of the increase of lift, although, as for the conventional airfoil, there is a limit of the flap angle (about 60 degrees down) beyond which the lift begins to decrease owing to the formation of a great turbulence behind the depressed flap. A slot, of an approved form, near the leading edge has the effect of producing a stream of air of high velocity passing through the slot, the direction of which is from below, up and over the upper wing surface. This stream of high velocity through the slot is due to a considerable positive pressure at the entrance of the slot and a high negative pressure at its exit.

The effect of the slot is due to the high inertia of the air particles emerging from the slot at high velocity substantially in a direction parallel to the upper surface, thus preventing formation of detrimental eddies above the wing and smoothing the general flow. The combination of a flap and slot increase the lift of the basic wing section as much as 150 percent if used on the full span of a thin or medium thick airfoil.

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#### NEW PURSUIT PLANE WITH SLOTS AND FLAPS TO BE TESTED

A new Pursuit airplane (XP-934), recently delivered to the Materiel Division, Wright Field Dayton, Ohio, by the Curtiss Company, is to be subjected to full performance testing for the purpose of determining its suitability for Air Corps use.

The new airplane is of low wing all-metal construction, having a monocoque fuselage. The wing is strut braced, with entirely automatic slots and flaps. These are designed to come into full operation of their own accord at approximately 15 m.p.h. above stalling speed. The pilot can lock them, however, in any position by operating a handle in the cockpit. Thus, he is able to use them in obtaining reduced landing speed and at the same time can glide faster than at the speed at which the slots would otherwise close.

The landing gear is of fixed type with the shock absorber behind the wheel. An enclosed cockpit provides comfortable operating conditions for the pilot. The XP-934 is powered with a Curtiss V-1570 geared liquid-cooled engine. The wing span is 36 feet, the length from nose to tail, 26 feet.

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#### AERIAL SURVEY OF THE GUATEMALA-HONDURAN BORDER

On July 30th, last, the 12th Photo Section at France Field, Panama Canal Zone, received War Department orders to make an aerial survey of the Guatemala-Honduran Border, the lack of definite information of which has caused much altercation. On August 8th, 1st Lieut. H. K. Baisley, pilot, and Staff Sgt. B.C. Powers, 12th Photo Section, photographer, left France Field for Puerto Barrios, Guatemala. The first stop was made at David, Republic of Panama, for gas and oil. After servicing the ship, flight was resumed to Progreso, R.P., where quarters for the night were obtained at the United Fruit Company's banana plantation. On the 9th, the flight was continued to Tegucigalpa, Honduras, by way of Managua, Nicaragua. On the 10th, arrival was made at Puerto Barrios, Guatemala, at 10:50 a.m., where the photographic personnel reported to Mr. S.H. Birdseye, senior ground control engineer, and received orders and instructions pertaining to the job to be photographed.

The trip from France Field, Canal Zone, to Puerto Barrios, Guatemala, is one of the most scenic that could be found in any country. Mountains, lakes, inactive and active volcanoes, and a beautiful coast line all tend to make the flight interesting as long as everything is working right. It is certain that quite a different opinion would have been formed if a forced landing had been experienced. Upon arriving at Puerto Barrios, the photographic personnel were quartered with the United Fruit Company, and too much cannot be said as to the service and kindness of personnel of the Company to the photographic crew.

On August 11th, photographic work began, and it was found that considerable difficulty would be experienced in getting suitable weather for photography. Early morning heavy fog covered the entire valleys and remained until about 9:00 or 9:30 a.m. In addition to the fog, cumulus clouds would form over the mountains. It was decided to take off each morning by 6:00 o'clock, and in that way photographs were made on sixteen out of twenty-nine days. Some were made under high clouds, and the results were remarkable, due to the use of the new super-sensitive film. After several days, the Guatemalan and Honduran Governments constructed a temporary hangar for the airplane.

The orders received from Washington were for only one airplane with no accompanying plane or mechanic, resulting in the photographer performing the mechanical work and getting a lot of experience in servicing the airplane with five-gallon cans, with the help of two natives employed by the Pan-American Airways. Their actions showed that they had very much more experience with caravans and oxcarts than airplanes. There were very few people in this part of the country who could speak English, and, as neither the pilot nor the photographer was any better versed in Spanish, it was quite comical to see the ways of making the natives understand what was desired. The flying field is under construction by the Pan-American Airways, and it is one mile from the quarters. After each photographic mission, the T-2A camera was carried to the quarters by Guatemalan soldiers for reloading.

Up to September 6th, 83 rolls of T-2 film and two rolls of K-1 film were exposed. On that date the crew returned to France Field for mechanical check of plane. The return trip was started on September 27th. After flying 3 hours and 30 minutes on the afternoon of September 27th, trying to get through a rainstorm to David, R.P., and with night approaching, it was decided to land. It was found that the pasture - converted into a landing field at this emergency - was six hours by horseback to the nearest village. The only house in sight was occupied by natives, who came out to the plane on horseback to carry the pilot and photographer to the house for the night.

The house consisted of three rooms, occupied by eight or ten people, ranging in age from one to fifty. On account of their unexpected visitors, one room (consisting of one board about two feet wide for one bed and a canvas stretched over two boards for another) was converted into a guest chamber by putting a straw mat on the bed of boards. Shortly after dark, the gentleman of the house informed the guests that supper was being served - consisting of salt pork ribs, blue beans and rice, and plantain.\* Though the supper did not appear very appetizing, it was good. \*Banana-like fruit which must be cooked or fried.

petizing, it was decided to sample the plants to stay on the good side of the host. But after completion of the meal there was plenty left on the table for two more people. The night was spent in listening to the arguments of some natives, who came home late to find their space occupied by strangers, and fighting field rats. At six o'clock the next morning, not much worse for the night's experience, the flight was resumed and a landing was made at David an hour later. A thorough scrubbing and a hearty breakfast with the Navy radio operators there brought the pilot and photographer back to normal. The O-19C was then headed north again for Puerto Barrios, arriving at 4:30 p.m.

The second mission was accomplished in eight days with one roll of T-3 film, mostly photographing control points placed on top of the highest mountains by the ground control engineers. Upon return to France Field, it was found that it had required 98 hours and 25 minutes to complete the job. The 12th Photo Section printed and delivered one each of the photographs made on this job and still must print two more of each before the laboratory work will be completed.

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#### GOOD SERVICE AT MIDLAND, TEN.

Apparently it is not generally known in the Air Corps that government servicing facilities are obtainable at Sloan Field, Midland, Texas. A detachment of enlisted men is stationed there. There is a hangar at the field, and gasoline and oil are available - also meteorological data. A good hotel in Midland, the Scharbauer, gives special rates to Army personnel.

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#### TACTICAL FLYING IN PANAMA

For the past two months, a series of tactical problems, which involved all tactical squadrons, were carried out by the 6th Composite Group at France Field, Panama Canal Zone, each Saturday morning. These problems were intended to indoctrinate the pilots with the correct tactical principles of their weapon and to increase the efficiency of our communications. In the majority of the problems, the Bombardment simulated enemy bombers attacking a vital point on the Canal, supposedly operating from aircraft carriers at sea. In order to limit the action of the problem, it is assumed that the bombers were reported on the way and must cross a given line about 120 miles from the Zone in a certain interval of time. Pursuit move to an advanced airdrome and remain on the alert, awaiting word from the Observation when the bombers have been picked up. "Our Pursuit have not been equipped with radio here in Panama," says the News Letter Correspondent, "and the messages had to be picked up on a field set which was spotted previously. In good weather Pursuit did not have much difficulty completing their interception, the problem developing into a race of who would arrive first - the bombers over their target or the pursuit on the bombers. When the sky was heavily clouded, the pursuit were under a severe handicap, as once they took off they could hear no further information from observation and had a blind chase.

All pursuit now have left for Albrook Field, and until they are again functioning different problems are undertaken - the bombardment being friendly and being directed to targets by the observation. In spite of the old equipment for communications and the severe conditions of static during the wet season, all problems have been carried out successfully.

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#### PURSUITERS SEARCH FOR LOST PARTY OF DUCK HUNTERS

On November 10th, the three tactical squadrons at Selfridge Field, Mt. Clemens, Mich., began rotating in the task of searching Lake St. Clair for a party of four duck hunters reported missing. At the time the civil authorities requested help from Selfridge Field in the task of searching for the missing men, more than 48 hours had elapsed since the men had been sitting out in their little duck boat on their hunting trip. At the time of this writing, all hope for the safety of the unfortunate hunters is lost. The Selfridge Field pilots are continuing with the search, hoping that the bodies can be found and recovered. The Squadrons take turns flying patrols low over the water back and forth between points on opposite shores of the lake.

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#### BOMBING WITH BUILDING MATERIAL

The Department of Agriculture, Territory of Hawaii, plans to build a galvanized iron building at the head of Kaipapau Valley, which runs into the mountains between Hanula and Laie. The building will be 10 feet square, and will be used by mountain climbers and forest rangers when they find it necessary to remain in the mountains over night. Building materials are to be delivered by aircraft to the top of the Koolau Mountains by bombing planes, dropping them on a spot to be designated by the Board of Agriculture and Forestry. The delivery of materials in this novel manner was requested by Charles S. Judd, Territorial Forester. Mr. Judd pointed out that it was impossible to transport the materials in any other way, due to the dangerous mountain trails in that district.

Galvanized iron for the sides and the iron roofing, as well as wooden framework members, are to be done up in bundles of such sizes as may be dropped from an Army bomber from Luke Field. The airmen will try their luck at some practical bombing, and the Forestry Department will have materials on hand which probably could not have been delivered in any other manner. There are at present two similar cottages in the Koolau Mountains, at the heads of Poamoho and Lalaeakahana Valleys. They contain a large bed and cooking equipment - the latter being under an overhanging portion of the roof.

Ed. Note: An Associated Press dispatch from Honolulu, Nov. 22nd, states that "An Army bombing plane today lifted a heavy load of sheet metal, lumber, nails and other building material over the Waianae Mountains, a few miles from Honolulu, and dropped the cargo at a spot where the Territorial Board of Forestry wished to build a cabin. Services of the Air Corps were obtained because the vegetation was too dense and the mountain sides too steep to permit surface transportation."

TRAPPING OF THE ELUSIVE COSMIC RAY  
By Lieut. Minton W. Kaye, Air Corps



MARCH Field was busily engaged in tendering Mrs. Amelia Earhart Putnam an aerial review when Dr. Robert A. Millikan of the California Institute of Technology paid us a visit. After thoroughly enjoying the review, he requested of Lieut.-Col. H.H. Arnold the use of bombardment equipment to carry his instruments aloft for the purpose of recording the change of effect of cosmic rays upon an electroscope at various altitudes. Dr. Millikan desired his recording instruments carried to altitudes of 10,000, 14,000, 19,000 and 24,000 feet, remaining 45 minutes at each altitude. First Lieut. Charles H. Howard was consulted and stated that the mission was feasible, whereupon a tentative engagement was set.

When the pre-arranged date arrived, there were no scientists on the scene. Word soon came in that while running some preliminary tests at Lake Arrowhead, the instruments had been placed in a scow. The scow, tied to a wharf for the night with instruments aboard, was thought to be safe enough. Nature had not been consulted, however, for during the night a squall came up during which the wind reached such velocities that the scow was torn from its moorings, cast adrift and sunk. The mission was of necessity called off and the scientists went to work dragging Lake Arrowhead and constructing new instruments.

On August 29th, Dr. Millikan, accompanied by his assistant, Dr. Victor Neher, arrived at March Field with new instruments and again enlisted the aid of the Air Corps. The 11th Squadron immediately fell to the task of placing the instruments in one of their Curtiss Condor B-2 airplanes. It will now be necessary briefly to describe the instruments as well as give a brief account of the theory of the cosmic ray. Scientists, with the discovery of radium and the X-ray tube, discovered a peculiar phenomena, namely, that when a charged electroscope was placed in proximity to either radium or an X-ray tube, the electroscope more readily lost its charge. This phenomena had never been explained before. It was thought that rays were emanating from this radium or from the X-ray tube and discharging the electroscope. The electroscope, however, loses its charge regardless of the proximity to either radium or an X-ray tube. This was explained away by stating that, as radium is more or less prevalent in nature, that the rays emanating from such radium were causing this discharge. This theory went unchallenged until Dr. Robert A. Millikan started his experiments shortly after the war. Dr. Millikan constructed an electroscope and carried it aloft at Kelly Field, noting the rate of discharge with varying altitudes. This rate of discharge, contrary to expectations, increased with altitude, that is, the time interval necessary to discharge the electroscope was noted to be shorter at altitude than at sea level. From these tests Dr. Millikan concluded that the force that was discharging his electroscope was emanating from some source other than the earth; out of the cosmos perhaps, so he termed his newly discovered force the cosmic ray - that this force was being filtered out by the earth's atmosphere and that as the instrument was carried into rarer atmosphere more force operated toward discharging the electroscope.

Several years of research and experimentation followed wherein readings were obtained at extremely high altitudes from sounding balloons in Northern Alaska and on top of various peaks. These experiments proved to Dr. Millikan that the force was coming in from without our atmosphere, that the force was as strong at night as during the day and that the earth's magnetic field did not influence it. It had long been Dr. Millikan's desire to obtain some graphic representation of his data so that he could put it before the skeptics and prove his theory. In Dr. Victor Neher, a young professor at California Institute of Technology, Dr. Millikan recognized a competent and skilled assistant, for it was Dr. Neher who constructed the delicate instruments used at March Field. Dr. Neher's problem was to construct an extremely sensitive electroscope, rugged enough, however, to withstand the shocks encountered in flight; to encase this electroscope in a steel sphere under a pressure of 450 pounds per square inch to increase its sensitivity and again to surround the whole with a blanket of lead to filter out any earthly influence.

The electroscope was constructed of fused quartz hair drawn to a microscopic thickness to give it the qualities of an electric wire, then, gold was sublimated upon its surface. This was placed in the sphere surrounded by a solenoid in such a position that light projected through a quartz window would shine upon the pointer of the electroscope, which pointer would cast a shadow through another window, thence through a microscope upon a motion picture film. A chronometric device was fitted which pulled the film past the microscope at a unit speed and also threw a current of 350 volts into the solenoid at fifteen minute intervals, thus charging the electroscope. As it has been found that the cosmic rays penetrated the equivalent of 28 feet of lead, it was shown that they had an extremely short wave length and were of an extremely high potential. A few inches of lead would have very little influence on these rays but would completely filter out the X and Gamma rays. A sphere of lead made up in sections, the whole hollowed out in the center to accommodate the electroscope, was constructed and fitted in such a manner that the lead blanket could be readily removed from the instrument. The assembled instrument weighed well over 500 pounds and with the battery used to charge the electroscope, made a weighty load to boost to 24,000 feet and remain for 45 minutes. An extremely accurate paragraph completed the scientific layout.

While the 11th Squadron was engaged in suspending the 500-pound instrument in the tool box of the "Condor," Dr. Millikan was taken to lunch and plied with questions concerning the mysteries of science. Unlike most scientists, Dr. Millikan was willing to discuss his theory with the laymen. As a result, a number of the officers and enlisted men at March Field became profound scientists, for thus it seemed after listening to their discussion of atoms, rays and bombardment from the cosmos.

It was agreed that on each of the projected flights, a full crew would be carried and constant radio communication would be maintained with March Field. This plan offered an excellent opportunity to test personnel and equipment working under extreme difficulties of severe temperatures at high altitudes; for the altitudes had to be maintained to a fine degree of precision. To check the altitude maintained at the various stages was the barograph, standardized by the Bureau of Standards, forever grinding out its telltale record. A delay was encountered in the original take-off, due to the necessity of making readings of the radiation of the radium treated instrument dials on the instrument board of the ship. This was accomplished by placing an electroscope in the ship and recording the radiation after the ship had been removed. Recording the radiation with the electroscope in the same relative position. The difference between the two readings would be due to the radiation of the radium on the instrument dials.

All preparations completed and recordings taken, the ship and crew were ready to go at one thirty, getting into the air at one thirty-five. On this first trip, Lieut. Charles Howard, commander of the 11th Squadron, acted as pilot, with Sergeant Marquardt as co-pilot and Corporal Cooper at the radio. The first stage was speedily attained and that elevation maintained for 45 minutes. Being in constant communication with March Field by voice radio, we were constantly informed as to the goings-on above. The 15,000-foot elevation was next attained and kept without difficulty. Lieut. Howard then sent word that he was going to 19,000 feet and stated that fog was coming in from the ocean and also from the direction of Cajon Pass. As darkness was coming on, the ground crew became a bit apprehensive. Shortly after, dark high clouds closed in all about March Field, and there was some speculation as to whether Lieut. Howard would come down or head for the desert. About this time a message came through stating that the 24,000-foot altitude could not be attained and that he would remain at 21,000 feet for the stipulated time. Too much gas had been consumed on the flight already.

Shortly before eight p.m., Lieut. Howard asked for a check on the weather, and upon receiving the report, headed for Imperial Valley, landing at Indio at eight p.m. We all breathed a sigh of relief upon receiving the phone call telling us of his landing. The second day's flights were held up until mid-morning by ferrying the ship from Indio, changing records and such. However, the ship got away at 11:20 a.m., with Lieut. Emory Wetzel, pilot; Staff Sgt. Pazersky, co-pilot; Private Roberts, radio, and Dr. Victor Weher as scientific observer. This flight was terminated at 5:15 p.m. Upon landing, Dr. Weher stated that he had enjoyed the flight but that it had gotten a bit cold. Shortly after landing, the ship was checked, gassed and ready to go again. At 6:30 p.m., Lieut. Mills, with Tech. Sgt. Wiedekamp and Pvt. Camp, took off, landing at 11:20 p.m., and yet again the ship was checked, gassed, oiled and ready to go at 1:00 a.m. To Lieut. Ivan Farman, Master Sgt. Kilheffey and Staff Sgt. Patterson fell the graveyard shift. They took off at 1:20 a.m. and landed at 6:05 a.m.

The ship was then given a long rest of two hours, after which Lieut. Joseph Miller, Tech. Sgt. Berg and Sgt. Sellers took off at 3:20 a.m., landing at 1:25 p.m. The work had now developed into well turned out routine and the ship was ready to go again in less than two hours. Lieuts. Harold Bowman and Walter Bass, and Pvt. Sikes took off at 3:25 p.m., and landed at 8:15 p.m. The flights were drawing to a close, with only one more night flight necessary. Lieuts. Donald Lyon, George Campbell and Private Camp took off at 9:50 p.m., and landed at 2:40 a.m. With the termination of this flight, the scientists removed their equipment and hurried in to Pasadena to a few days' preparation and thence to Northern Canada, where the Canadian Air Force was to repeat our flights under the shadow of the Magnetic Pole.

The first three flights were made with the leaden coat around the instrument. Those following, however, carried the unblanketed instrument aloft. This was done to get readings of the radiation of the cosmic rays uninfluenced by earthly rays and also readings of the radiation of cosmic rays affected by earthly radiation. After each flight the records would be removed, the film developed and the barograph sheet fixed. It was found that as a more powerful globe had been installed in the electroscope the first films were tremendously over-exposed. This was remedied, however, at the Photo Section by reducing the film to the proper intensity. Examination of the barograph records showed that the flights were uniformly well flown. The climb was uniformly constant and the various elevations maintained with almost imperceptible variations.

Examination of the records showed that with the lead blanket dampening out all but the cosmic rays, the radiation increased as altitude was attained, the radiation being somewhere between four and five times as great at 21,000 feet as at sea level. With the lead blanket off, however, there was a great discharge at low altitudes which fell off as altitude was attained, and then as further altitude was taken on, increased with the same degree as they had through the lead blanket at those altitudes. This leads one to conclude that the earthly radiation is extremely weak as compared with the radiation of cosmic rays which are coming from without and penetrating untold light years of distance to reach us.

Great credit is due the 11th Squadron officers and men, for it was their splendid morale and efficiency that made the flights possible. With the exception of the first flight, which terminated away from March Field, the ship was never on the ground more than 2 hours and 25 minutes. During this short interval, the ship had to be checked, gassed and oiled and made ready to go again. A crew was on duty constantly at the hangar in spite of the Squadron carrying on its routine work. The enlisted men displayed fine morale and turned out wholeheartedly at all hours of the day or night to keep the ship in the air. The total elapsed time was 62 hours and 5 minutes, of which 13 hours and 45 minutes were spent at Indio. Of the remaining 48 hours and 20 minutes, 37 hours and 40 minutes were spent in the air. This is a splendid record and is another victory for the Jiggs Squadron.

Captain Robert G. Breene, Air Corps Instructor with the National Guard, State of Washington, also cooperated with Dr. Millikan in his scientific experiments. The recording cosmic-ray electroscope with accessories were installed in a Douglas O-38B at Felts Field, Parkwater, Washington. At 1:45 p.m., Sept. 22nd, Captain Breene took off on a flight of four hours and 35 minutes' duration, maintaining altitudes of 10,000, 14,000, 19,000 and 21,000 for 2 period of 45 minutes each. On the following day another flight of a duration of three hours and 27 minutes was made, carrying the same instruments. The gasoline capacity, however, was reduced from 146 gallons to 116 gallons, and the pitch of the propeller changed from 18 degrees, 42' to 18.50 - 42', in an endeavor to exceed 21,000 feet. Level flights of 45 minutes' duration were made at 16' Hg., 15' Hg. and 14' Hg. No material increase in ceiling was obtained. In the afternoon of Sept. 23rd, another flight of a duration of 3 hours and 10 minutes was made. The gasoline capacity was reduced to 86 gallons, the generator and battery removed, and the pitch of the propeller set at 18 degrees 42'. No material increase in ceiling was obtained. Level flights of 45 minutes' duration were made at 17' Hg, 15' Hg, and 13.3' Hg. Dr. Millikan expressed satisfaction at the results obtained.

A total of 27 pilots from March Field, Riverside, Calif., assisted in ferrying Pursuit airplanes and transports from Mather Field, now abandoned, to Barksdale Field, Shreveport, La., during the latter part of October. The pilots returned to March Field by air transport.



WITH the simultaneous initiation into the Caterpillar Club, on November 17th, at San Diego, Calif., of three officers and one noncommissioned officer of the Marine Corps, when a collision between two fighting planes at an altitude of 7,000 feet during the course of a mimic air battle made it necessary for all four to resort to the parachute, the membership of the Caterpillar Club passed the 500 mark, and Caterpillar stock, common, is now quoted at 503. Sixteen members of the Club pulled the rip cord twice during the course of their flying careers, and one, no less a personage than Colonel Charles A. Lindbergh, exercised the pulling muscles of his arm on four occasions when he encountered trouble in the air.

At this writing, therefore, a total of 522 emergency parachute jumps have been made, distributed over a span of 14 years, as follows:

1919 - 2	1920 - 1	1921 - 0	1922 - 2	1923 - 0	1924 - 10	1925 - 13
1926 - 17	1927 - 40	1928 - 46	1929 - 91	1930 - 131	1931 - 92	1932 - 77

Truly, we are living in a remarkable age. Through man's genius, a contrivance of silk and shroud lines was perfected which has proved a great boon to aviation, as strikingly demonstrated by this large membership in the Caterpillar Club. There is no denying the fact that aviation has made great strides forward. The airplanes of today are infinitely more sturdier, faster and reliable than those which have gone before, but that grim spectre - Accident - still haunts aviation, as it does all other forms of transportation, and while much has been done to curtail its destructive tendencies, the probability is that it will continue to remain with us indeterminably, or until that dim and distant future when the frailties of human nature - the tendency to err - undergoes a radical change.

Initiations into the Caterpillar Club have become so commonplace that those entering the sacred portals of this mythical organization seldom take the trouble to write a lengthy report of their experience for the information of their comrades in the flying fraternity who may in some way or another profit thereby should they ever be confronted with the necessity of undergoing an immediate initiation. Once in a while an enthusiastic Caterpillar takes his pen in hand and dashes off a story of absorbing interest. An instance of this kind is connected with the forced parachute jump of 2nd Lieut. Eugene H. Rice, Air Corps, who deserted his P-12C airplane on the morning of October 27th, while flying three miles east of the Fort Leavenworth, Kansas, flying field.

"I was at 4500 feet when I attempted a full roll on top of a loop," Lieut. Rice stated. "I completed the roll and was ready to loop out when the airplane fell into an inverted flat spin. I attempted to correct the spin but with no success. The engine had died at the end of the roll. When it became apparent the ship was not responding to the controls, I thought it might be necessary for me to use my 'chute, so glanced at the ring and also the safety belt so that I would know just where to reach when I needed them. I planned to leave the airplane between 2000 and 1500 feet, if not under control at that time. I had made about 5 or 6 turns when I reached for the stabilizer, thinking it would help if rolled back. The next thing I remember I was clear of the ship. I was thrown from the airplane with no effort on my part to get free from same. I do not recall unfastening my belt, which I may have done accidentally while reaching for the stabilizer adjustment, as I left the ship before I had fully decided to do so. However, I had in mind to leave the airplane soon if I had not regained control. I pulled my 'chute, which functioned perfectly. I do not know the altitude at which I jumped.

As soon as I found I was clear of the ship, I remember making a mental note of my sensation while in the free air, as I had always wondered what this sensation would be. It was a very pleasant sensation, such as lying on something very soft, seemingly with no resistance to any move I tried making. I lost no time in these meditations, however, and began getting my ripcord ring out. It never entered my mind that I should save the ripcord ring, so I gave it a yank and must have thrown it as far as possible at that time. It pulled with so little effort; I really wondered if I had pulled it, so looked at my hand to see if I had the ring there, which I didn't, so I then glanced toward the ring pocket at which time I saw the shroud lines running out between my legs. I watched the 'chute run completely out of the pack before I turned over, keeping me from seeing the 'chute fill with air. There was very little shock to the opening, but immediately thereafter I had the sensation of rising rather rapidly and wondered if I had been caught by an up current of air.

I then watched the airplane till it hit, after which I began wondering where I would land. My 'chute began to oscillate a little at this time and I tried to correct it by pulling the risers, but this made the oscillating worse, so I stopped doing anything about it. The 'chute soon stopped of its own accord. I followed my track across the ground by looking straight down and saw that I would land in the lake over which I had jumped, so I began slipping the 'chute toward the shore line and a small house thereon. While about 100 feet high, I yelled at a woman working in the yard of this house, who had not noticed me. She turned and looked up rather quickly and I imagined with some surprise. I did not get the 'chute over quite far enough, so landed about 200 feet from the shore in water and mud about knee deep. I had succeeded in getting headed around in the direction I was moving before I landed. I struck the ground before I thought I would, so fell flat on my face in the mud. The landing was not hard and I received no bruises, due probably to the soft ground. I grabbed the 'chute up as quickly as I could to keep it from getting any muddier or wetter than could be helped and started walking out of the lake. By the time I reached dry land, I felt pretty winded, so sat down to rest and think the situation over. I thought the next thing I had better do was to get back to the field, so I asked the owner of the house I had landed by to take me there, which he consented to do. We had gone about two miles from the house when I met a group of men from the field and an ambulance coming out for me. I told the men where the ship was and sent one of them to guard it and then returned to the field with another of the enlisted men."

The old trilogy of misfortune paid France Field a visit lately, but luckily, after the crash, there were no broken bones - only tangles and masses of twisted wires and tubes which had previously made up three P-12's. The first skirmish took place on a bright sunny morning, when the 24th Pursuit Squadron was getting rid of some of its vim and vigor by a brief exercise for formation acrobatics. After several maneuvers, a snap roll was performed at the top of a loop, when two of the planes, flown by Lieuts. Roger J. Browne and Frank D. Sinclair, went into a huddle and decided to give their pilots a bath. This was quickly done by joining



wings and starting a dive for the water, one plane still upside down. The planes made the water all right, but the pilots weren't quite as anxious, so delayed their descent as long as possible by talking to their parachutes. Each pilot struck the water, either on or practically on, his own plane, and when help arrived they were sitting quite contentedly on their upper wings, only the worse for a little ducking. As the performance took place over and in Limon Bay, the residents of Colon had a grandstand view, and boats reached the young Caterpillars very quickly.

Three days later, another root of the evil trilogy of misfortune struck when Lieut. E.N. Hamilton was accompanying the 24th Squadron on a navigation mission. The flight had passed Penonome and was headed for Santiago, when Hamilton received a sudden jolt and the impression that his world was coming to an end. After the jolt, no engine could be discovered, on a hasty investigation. As the plane could not be kept from a steep dive, the pilot decided to leave immediately, but his technique was not so good and, after putting most of himself overboard, was forced to reach back in the cockpit and hand the rest of himself out, which had been caught on gadgets. While floating down in his parachute he watched his plane disappear into the soft green cushion below him without a sign remaining where it went in. Then Hamilton landed on the soft green cushion but discovered to his chagrin he was literally "out on a limb," and the limb was at the top of a tree about fifty feet high! After already jumping 1,000 feet, Hamilton called it quits and refused to jump the measly little fifty feet to the ground, but played "Tarzan of the Apes" until he located a good strong creeper or vine on which he slid to the ground. "Three in three days is a pretty run for anybody's money," says the News Letter Correspondent, "but we hope the next time three hits, its three years."

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#### WHEELER FIELD TO BE PERMANENT HOME OF HAWAIIAN FLIGHT FOKKER

Orders were received by the Hawaiian Department, directing that the U.S. Army Fokker "Bird of Paradise," the first airplane to make a successful flight from the United States to Hawaii, be placed near the main entrance to Wheeler Field as a monument of that historic event. At the present time the plane is at Luke Field in a dismantled condition, but it is proposed to restore it to approximately its condition at the time of the flight to Hawaii. It will be placed in a small pavilion which will be built near the entrance to the field where it landed after a flight from Oakland, Calif., in 1927. The plane will be given several coats of varnish to preserve it. The building will be so constructed as to permit an unobstructed view of the plane from all angles.

The Fokker, a tri-motored monoplane, was flown from Oakland to Wheeler Field in June, 1927, by Lieuts. Lester J. Maitland and Albert F. Hegenberger. The extra fuel tanks were later removed, and the plane was used for three years to transport personnel and freight between the Islands. The arrival of modern amphibian airplanes for these missions resulted in the retirement of the Fokker. It was planned earlier to have the Territory of Hawaii acquire the Fokker and place it on exhibition in Honolulu, but the necessity for economy led the 1931 legislature to deny an appropriation for a building to house the historic plane. Several museums have corresponded with Army officials regarding the airplane, but the expense of placing the huge craft in a mainland exhibit led them to abandon these plans. The building of the pavilion at Wheeler Field will be one of the last improvements in the extensive building program under way there.

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#### THREE-BLADED PROPELLERS FOR B-5 BOMBERS IN HAWAII

The B-5A Keystone Bombardment planes of the 5th Composite Group, Luke Field, T.H., were recently equipped with three-bladed propellers in place of the old two-bladed type. This change was made following extensive experimentation by the Air Corps Materiel Division at Dayton, Ohio. Tests have shown that smoother operation and greater efficiency are obtained from the same expenditure of power, by using the three-bladed propeller. Another advantage lies in the fact that the multi-blade propeller has a short swing, eliminating the possibility of personnel being injured by accidentally walking into a revolving propeller while the plane is on the ground.

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#### CAMOUFLAGED PLANES FOIL INTENSIVE SEARCH OF OBSERVATION PERSONNEL

The Observation units of the 5th Composite Group, Luke Field, T.H., in cooperation with the Pursuit Group from Wheeler Field, recently carried out an experiment in camouflage. Two planes of the Pursuit Group were camouflaged and placed on one of the outlying fields on Oahu, and six Observation planes were dispatched to locate them and report by radio when and if the "enemy" were detected. A time limit of an hour and one-half and a minimum of 5,000 feet was imposed. Although the Observers searched diligently during the allotted time and, as a last resort, flew as low as 1,000 feet, no trace of the "enemy" was found. The Wing Commander in an O-19 and his Operations Officer in a P-12 also searched the fields in vain. After the Observers had returned home, a photographic plane was sent out to obtain pictures of the field, having received pin-point instructions as to the exact location of the Pursuit. This was accomplished, and within 20 minutes after the return to Luke Field the photographs, ready for interpretation, were delivered to the Operations Officer. When shown the photos of the "enemy" planes on the field, one of the observers remarked: "Well, they were not there when I came over."

The camouflage consisted of green and brown washable paint applied to the top of each wing, to the undercarriage and to all parts which might reflect the rays of the sun. The paint blended so well with the surrounding foliage that even on the photographs one had to look carefully to detect the planes.

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Forty-three Air Corps officers at Luke Field are now enrolled in the classes of the Army Extension Course of the Air Corps School. This course of instruction covers a number of different subjects, each sub-course pertaining to one of the military knowledge qualifications prescribed for an Air Corps officer.

## MUSIC ABOARD A FLYING TRANSPORT

Chanute Field, Rantoul, Ill., recently received music with its religion, at the hands of two of its officers, Major Milton O. Beebe, Chaplain, and Lieut. Roscoe C. Wriston, pilot.

Through the efforts of Major Beebe, the Post Chapel of Chanute Field was the recipient of a chancel organ, as a gift from St. Peter's Lutheran Church of Chicago, through the Coburn Organ Company of that city. The organ was delivered to the hangars of the 33rd Division Aviation, Illinois National Guard, at the Municipal Airport, Chicago. Lieut. Wriston, with a C-14 transport, flew to Chicago and, after due deliberation as to the merits of carrying a wind instrument into a head wind, decided to give the organ an even break. Attempts to load the organ into the transport through the doorway were met only with protesting squawks, in organly flute-like tones when the men tried to squeeze the keyboard in. Abandoning this method of loading the organ aboard, another plan, that of removing the floor of the C-14 and raising the organ into the fuselage from underneath, met with better success, and the musical instrument rested under the protective wings of Mr. Fokker's guardian angel.

On the organic flight back to Chanute Field, a mechanic remained in the cabin guarding the organ to prevent any uncalled for complaints on its part. Not knowing that his mechanic was an amateur organist, Lieut. Wriston was surprised to find himself taking off to the plaintive, seemingly far away strains of "When the Roll is Called Up Yonder, I'll be There." On the entire flight the organ both played and traveled on air, and the pilot, necessarily summoning the full sense of humor at his command, approached Chanute Field for a landing to the tune of "She'll be Singing Hallelujah, When She Comes."

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## TWENTY-SIXTH ATTACK SQUADRON WINS PROFICIENCY TROPHY

An Aerial Review, participated in by the entire 18th Composite Wing, Air Corps, Hawaiian Department, was given on November 10th in honor of the 26th Attack Squadron, stationed at Wheeler Field. The occasion for the Review was the presentation of the Annual Trophy for the flying proficiency and maintenance of aircraft for the past training year. The 26th acquired the best record of all Air Corps squadrons in the Hawaiian Department, completing 2,751 hours of flying, an average of 250 hours for each plane, without a forced landing. It not only completed its training schedule, but continued 14% beyond the schedule required.

In addition to this event, another matter of interest to Air Corps squadrons is the forthcoming competition between teams representing all squadrons in gunnery and bombing. There will be competition between pilots, firing the front guns; between observers firing the rear guns, and in bombing. Each squadron will pick its best men to represent it, and the competition will be held at Waimanalo Field.

The Wing Commander is arranging for suitable awards for the winners.

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## SOME SPEED IN PHOTOGRAPHIC WORK

The Department of Photography of the Air Corps Technical School, Chanute Field, Rantoul, Ill., has developed instruction in speed photography with interesting results. Students start from the door of the laboratory, upon a signal, and proceed to and photograph their respective objectives, returning to the laboratory, where they develop and print their photographs. By means of a stop watch, the students are timed from the instant the first signal is given until they hand the instructor the finished prints.

At the first trials, the time ran as much as fifteen minutes, but, after practice, the time for proceeding 600 feet, taking the exposure, returning 600 feet, developing the negative and making the finished print was reduced to a record of 3 minutes and 38 seconds, which is lightning speed as compared with the newspaper speed photography of about 20 minutes.

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## NEW HIGH ALTITUDE BOMBING RANGE FOR FIFTH COMPOSITE GROUP

A new high altitude bombing range for the 5th Composite Group, Luke Field, T.H., was completed and put into use on October 15th. In past years, the Group was forced to use for a high altitude bombing target the sunken hull of an old ship lying just outside of Pearl Harbor. Several disadvantages arose in connection with the use of this target, in that the bombing interfered with the firing from Forts Weaver and Kamehameha; the target itself was within traffic lanes for small craft and, finally, there was no satisfactory means of locating the bursts. All of the disadvantages have been eliminated in the new location, it being a simple procedure to locate the bursts by angular readings from two observation towers. No interference to traffic will result from the bombing, as the target is located on the flats of Ahua Point and a sufficient distance from all traffic lanes as to eliminate all possible danger to traffic. The range is also removed from the firing zone of the Harbor Defenses of Pearl Harbor. The target itself is a circle 200 feet in diameter, with a circle of 15 feet in radius as an aiming point, and is constructed of metal drums filled with sand. Lieut. Lloyd H. Tull, Post Armament Officer, was in charge of the constructing detail.

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## AIR CORPS IN HAWAII PARTICIPATES IN NAVY DAY PROGRAM

Celebrating Navy Day, October 27th, all available airplanes of the 18th Composite Wing participated in an Aerial Review at Schofield Barracks, in connection with a Review of the Hawaiian Division. The Division was reviewed by Acting Governor Raymond C. Brown and Staff; General Briant H. Wells and Staff, Commanding General of the Hawaiian Department; and Admiral Yates Stirling, Jr., Commandant of the 14th Naval District. Following the Aerial Review, the 18th Pursuit Group of the Wing flew over Schofield Barracks and the Honolulu Sector in formation, spelling "N-A-V-Y," afterward forming a huge "S" in honor of Admiral Stirling. Admiral Stirling commended the Air Corps for the wonderful exhibition of flying, and stated that it was the finest he had ever witnessed. General Wells and his Staff were also highly pleased and extended to the Wing congratulations for the excellent performance.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Chanute Field, Ill.: Capt. James F. Powell and 2nd Lt. Lloyd H. Tull from Hawaii; 2nd Lt. Allen R. Springer from Philippines.  
 To Fort Crockett, Texas: 1st Lt. David M. Ramsay from Hawaiian Department.  
 To March Field, Calif.: 2nd Lt. Charles G. Williamson from Hawaiian Department; Captain Albert C. Foulk from Wright Field, Ohio.  
 To Langley Field, Va.: Captain Charles B. DeShields from Aberdeen Proving Ground, Md.; 2nd Lt. Robert E. L. Choate from Hawaii, (Previous orders in his case revoked).  
 To Maxwell Field, Ala.: 1st Lt. Charles T. Stow from Fort Benning, Ga.  
 To Mitchel Field, N.Y.: 2nd Lt. George P. Moody from foreign service. Previous orders in his case revoked.  
 To Rockwell Field, Calif.: 1st Lt. Donald D. Fitzgerald from Hawaiian Department.  
 To Hawaiian Department: Majors Laurence F. Stone from Randolph Field; Michael F. Davis from Crissy Field; Captain Douglas Johnston from Scott Field; 1st Lieut. Harold G. Peterson from Mitchel Field; 2nd Lieuts. Douglas M. Kilpatrick, Jr., from Chanute Field; Bryant L. Boatner from Selfridge Field.  
 To the Philippines: 1st Lt. Narcisse L. Cote from Brooks Field; 2nd Lt. Gerald Hoyle from Rockwell Field; 1st Lt. Ivan L. Proctor from Randolph Field.  
RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lts. Wm. H. Maguire to Infantry, 2nd Division; Gordon W. Seward to Field Artillery, 2nd Division, Fort Sam Houston, Texas; Howard R. Martindell to 6th Coast Artillery, Fort Winfield Scott, Calif.; Robert D. Glassburn to 62nd Coast Artillery, Fort Totten, New York.

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FLIGHT-CHECKING OF NEW STRIP MAPS

Under orders directing flight check of new Air Corps strip maps between Fort Sill, Okla. and Midland, Texas; Midland and Dallas, Texas; Midland and El Paso, Texas, 1st Lieut. Harold G. Peterson and 2nd Lieut. Elvin F. Maughan, on temporary duty in the Information Division Office of the Chief of the Air Corps, completed this mission in an elapsed time of 35 days and in a total flying time of 131 hours and 25 minutes.

The total area of the three maps which were flight-checked was 77,600 square miles and, since there were about 7,000 square miles overlapping, the total area flight-checked was approximately 70,600 square miles. The total area covered per hour on this mission was 685 sq. miles, and the average altitude flown was approximately 11,000 feet. Twenty flying days were spent on the flight-check, for a total of 103 hours, or an average of 5 hours and 9 minutes per flying day. Seven days were consumed flying to and from the scene of operations, for a total flying time of 28 hours and 25 minutes.

Lieut. Peterson states in his report that, due to the short space of time allotted for this flight check, it was necessary to fly at altitudes greater than that flown in former flight checks, and to some extent the two officers were not able to go into as complete details as before. He believes, however, that they were able to perform the work with sufficient detail so as to correct glaring mistakes and to enter most of the new roads of importance, as well as lakes, railroads and oil fields not previously shown on the maps. A number of new towns were also located.

Leaving Bolling Field on October 7th, at 11:45 a.m., Lieut. Peterson arrived at Chanute Field the following day at 11:35 a.m., where he was joined by Lieut. Maughan. Reaching Hat Box Field, Muskogee, Okla., on October 9th, they took off to start the flight check of the first strip map. The trip to Fort Sill was made in 5 hours and 5 minutes, after flight-checking the northern end of this strip. The period from October 10th to 15th was spent in flight-checking the strip map from Fort Sill to Midland, this work being done in a total flying time of 33 hours and 45 minutes. The period from October 17th to 24th was spent in flight-checking the strip from Dallas to Midland - seven flying days for a total flying time of 37 hours and 5 minutes. From October 26th to November 2nd, the strip from Midland to El Paso was flight-checked, the flying time in seven flying days being 32 hours and 10 minutes.

The two officers were enroute from Midland to Dayton on November 3rd and 4th, the flying time being 10 hours and 15 minutes. They were delayed at Dayton from November 5th to 10th, due to dangerous flying conditions and motor trouble. The actual flight from Wright Field to Bolling Field was accomplished in 3 hours and 55 minutes.

Lieut. Peterson expresses the opinion that, due to the personal equation, flight-checking by hand drawing is far less accurate than the employment of aerial photography, and recommends that a high altitude airplane be built, in order that future mapping missions may be done photographically from an altitude of approximately 35,000 feet; this plane to have a super-charged pressure cabin. With an airplane of this type, one could cover a strip about 125 miles long and 80 miles wide in three flights in one photographic day. One loading of film in the new T-3A camera at this altitude will photograph a strip map 300 miles long, using a ten percent overlap.

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ORGANIZATION DAY FOR THE 19th PURSUIT SQUADRON

The 19th Pursuit Squadron, Wheeler Field, T.H., celebrated its organization day with a holiday on Oct. 15th. This squadron was originally the 14th Aero Squadron, June 17, 1917, at Kelly Field, Texas. It was redesignated the 19th Aero Squadron June 26, 1917, and was demobilized at Garden City, L.I., N.Y., April 14, 1919. The 19th Squadron (Pursuit) was organized October 1, 1921, and was made inactive June 29, 1922, and then was redesignated 19th Pursuit Squadron Jan. 25, 1923, and made inactive May 1, 1923. The 19th Aero Squadron, which was demobilized April 14, 1919, was reconstituted and consolidated with the 19th Pursuit Squadron on August 20, 1923. The unit was assigned to the 17th Composite Group May 1, 1923, and was relieved therefrom and assigned to the 5th Composite Group January 15, 1924. It was relieved from assignment to the 5th Composite Group and, with the 6th Pursuit Squadron, was formed into the Provisional Pursuit Group January 11, 1927, which was redesignated the 18th Pursuit Group on January 20, 1927.

## KELLY FIELD RADIO MECHANICS KNOW THEIR JOB

When Brigadier-General Oscar Westover, Assistant to the Chief of the Air Corps, landed at Kelly Field, Texas, on October 31st, in an O-38 airplane equipped with a radio receiver, type BC-SA-167 and interphone, type SCR-167, both controlled from the pilot's cockpit, he reported his radio receiver as unsatisfactory, due to intermittent operation, and made a request on the radio department for a mechanic to place the equipment in satisfactory operation.

With the motor turning up at various speeds, the set was carefully ground-tested in the usual manner prescribed by regulations and found to be operating satisfactorily. The tubes, which had been furnished by Kelly Field, and which were now in the set, were removed and the old tubes, which had been removed, were replaced. Still the set functioned in a satisfactory manner. A short flight was made and the set worked for a while but again started giving intermittent service. When the airplane was returned to the line, two radio mechanics from the Communications Department began a minute check of the equipment to locate the trouble. This checking is a tedious, painstaking job, and to such a job must be assigned well trained, conscientious personnel. By gradually eliminating piece by piece, the junction box of the cable harness was reached. In the junction box is a fuse held in position by a small clip at each end. These clips are held in place by a machine screw, lock washer and nut. The nuts on these screws were loose, and apparently the weight of the fuse caused a connection when the ship was on the ground, even with the motor turning up, but taking off on a rough field or during maneuvers in the air, would change the position of the fuse from time to time, causing the intermittent operation complained of.

Kelly Field radio personnel have been called on in a number of instances to check visiting ships to locate trouble, and their experiences along the trouble-shooting line are many and varied. "This little incident is forwarded for publication," says the News Letter Correspondent, "in hopes that it may help clear up a 'bug' in some other radio receiver, type BC-SA-167, which is giving intermittent service."

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## STAFF SERGEANT MILLER PRESENTED WITH "ORDER OF THE PURPLE HEART."

For exceptionally meritorious and conspicuous service during the war, Staff Sergeant Carl O. Miller, 65th Service Squadron, Luke Field, T.H., was awarded the Order of the Purple Heart by the War Department. The decoration was received from Washington by Sergeant Miller. This veteran noncommissioned officer was with the 2nd Ammunition Train, 2nd Division, during the war, and saw service at Verdun, Belleau Woods, Soissons, St. Mihiel, Champaign and the Argonne. At the close of the war he was given a citation for his service by General Pershing.

Sergeant Miller has completed almost 29 years in the Army, and will be retired in a little more than a year. His service has carried him to many posts of the Army, and his record has been excellent throughout. He served during the Philippine Insurrection and with the Punitive Expedition into Mexico.

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## AERIAL GUNNERY AND BOMBING IN THE HAWAIIAN DEPARTMENT

"With the recent completion of aerial gunnery for the entire 18th Composite Wing, it is interesting to note the excellent showing of our enlisted pilots and the respective scores made," says the News Letter Correspondent. "Master Sergeant Barney Wallace, 975; Master Sgt. Chester F. Colby, 881; Master Sergeant Samuel J. Davis, 864; Master Sergeant John L. Waugh, 820; Staff Sergeant Maurice Beach is well up to the standards required, but at this writing had not completed the course."

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The 26th Attack Squadron, after occupying their new barracks but a few days, moved to the Waimanalo Gunnery Camp, replacing the 13th Pursuit Squadron. "After spending the first day getting settled in camp," reports the News Letter Correspondent, "we started on the regular schedule of aerial gunnery on ground targets the next morning. The scores made this year, in this phase of work, were very gratifying, the Squadron making a much better average than last year. This was to be expected, for all but three of the pilots this season had had previous work in this type of gunnery, whereas in the 1931 season, two or three of the pilots had the advantage of previous experience. Lieut. Leonard H. Rodieck, Squadron Commander, was high man with a score of 887, which is also the highest score on ground targets made at the camp this season. Lieut. James L. Majors was second with a score of 859, and Lieut. John C. Horton, third, with 828. Others who made scores over 800 were Lieuts. Walter S. Lee and Ezekiel W. Napier.

In record bombing, Lieut. George McCoy led the Squadron with a score of 218. Others who bettered 200 in this event were Lieuts. John E. Nuhn and Ralph J. Moore, both Air Reserve. At present we are finishing up record firing on tow targets, both with the fixed gun and for those firing the observers course, the flexible rear gun. In addition, practice is being started on ground targets from a three-ship formation, or in column of three-ship elements, simulating regular attacks on ground troops.

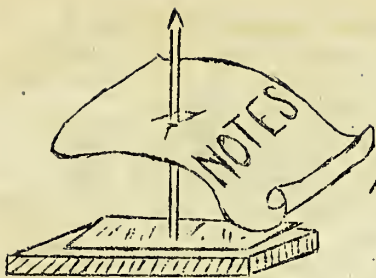
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The 72nd Bombardment Squadron conducted aerial gunnery and bombing practice, using sand-filled bombs, on the new range south of Ahua Point, and demolition bombs against a floating target anchored off shore from Kepuhi Point. Instruction and practice in aviation and tactics will also be carried out. The aerial gunnery will be carried out on the course from Ewa to Barbers Point, using a towed sleeve target.

The 23rd Bombardment Squadron also engaged in aerial bombing, using the same range as the 72nd Squadron. Additional training consisted of camera obscura and formation flying.

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Send in your contributions to the News Letter on the 1st and 15th of the month. We have not heard from Mitchel Field, Maxwell Field, and the Middletown Air Depot for some time, and would ask the Correspondents from these activities to oil up their typewriters and get busy.



Material on this  
and subsequent pages  
not for publication.

# from Air Corps Fields

March Field, Riverside, Calif., October 31st.

Training for the 17th Pursuit Group started on October 10th for the year 1932-33. Ground training for this year will consist of practical instruction in Aerial Gunnery, Aircraft Armament, Engineering, Defense against Chemical Warfare, Use of Federal Troops in Civil Disturbances, Oxygen Equipment and Administration and Mess Management. Students were enrolled in Army Extension Courses as prescribed in Training Directives and Programs.

Post Schools are being established for the training of enlisted men in the subjects of Mechanics (Airplane and Engine), Radio Mechanics, Photography, and as Armorers and Assistant Cooks. School officers were appointed in each squadron to supervise these activities in the organizations.

Brigadier-General O. Westover, Assistant Chief of the Air Corps, piloting an O-19B airplane on a tour of inspection of Air Corps stations, arrived here on October 24th. General Westover was greeted at the time of his arrival with a typical Southern California "Santa Ana" (a wind and dust storm), during which the wind attained a velocity of 54 miles per hour, making flying conditions dangerous. The General, however, had no difficulty in overcoming these conditions. During his four days' visit, he had the opportunity of witnessing the following events:

1. Wing Review, followed by a dispersion problem.
2. Night attack on March Field by the 7th Bombardment Group, supported by a flight of pursuit planes, in conjunction with Battery "A," 63rd Coast Artillery (anti-aircraft), which was then in camp at this station from Fort MacArthur, Calif.
3. Bombing by the 7th Bombardment Group from an altitude of 12,000 feet of towed targets at sea, during which he accompanied the 31st Bombardment Squadron.

Announcement was received of the marriage of Miss Marian Kanause to 2nd Lieut. Henry G. Reynolds, 64th Service Sqdn., at Agua Caliente, Mexico, on October 24th.

First Lieut. and Mrs. Edgar T. Noyes, 7th Group Hqrs., announces the arrival of twins, a boy and a girl, on October 21st.

2nd Lieut. and Mrs. Charles B. Stone, III, were presented with a daughter on Oct. 24th.

San Antonio Air Depot, Duncan Field, Texas, Oct. 29th.

Colonel E.H. Humphrey, G.S.C., of the Staff of the First Cavalry Division, and Lieut. Wm. L. Boyd, A.C., of Biggs Field, Fort Bliss, Texas, visited the Depot Oct. 23-26. Col. Humphrey was a passenger with Lieut. Boyd, ferrying a BT-2B plane from Biggs Field to Wright Field, Ohio, by way of this Depot, for engine change.

Capt. A.K. Ladd, Lieuts. S.F. Landers and K.C. McGregor, of Maxwell Field, visited here Oct. 20th to ferry back to their home station three A-3B's. Lieut. McGregor, who was on duty at this Depot some three years ago, was busy greeting old friends and viewing new developments at the Depot. -- Lieut. E.M. Powers, of the Power Plant Branch, Materiel Division, Wright Field, enroute to the West Coast in an O-25, stopped here Oct. 25-26. He was formerly Assistant Engineer Officer at this Depot, and his old friends here were very glad to see him.

Lieut. L.V. Beau, Jr., Air Corps Instructor with the Colorado National Guard, Denver, arrived here Oct. 28th, ferrying in an O-25 plane for inspection and repair, and to ferry back to the Colorado National Guard an O-17 overhauled by the Depot.

Mr. C.H. Russell, of the Sperry Gyroscope Co., Brooklyn, N.Y., arrived at this Depot on October 25th for a visit to give a short course of instruction to our instrument repair personnel in connection with the maintenance of Sperry artificial horizons and directional gyros.

Patterson Field, Fairfield, Ohio, November 1st.

Delegates who were attending the Eastern Star Convention in Dayton, Ohio, visited this station on a tour of inspection on Thursday, October 27th.

The following officers ferried airplanes to this station during the past two weeks for major overhaul: Lt. Jackson with Major Maxwell from Ft. Leavenworth, Kans., in an O-25A on Oct. 18th -- Capt. Gardner from Sky Harbor, Tenn., in an O-25, Oct. 20th -- Lt. St. John from Richards Field, Mo., in a PT-3 on Oct. 20th -- Lt. Trestel in a PT-3, Oct. 20th, and Lt. Hart in an O-19B, Oct. 25th, from Lunken Airport, Ohio -- Lt. Lee from Selfridge Field, Mich., in an O-19B Oct. 24th -- Capt. Connell in an O-25B and Mann in an O-38 from Chicago on Oct. 25th -- Lieut. Scott with Capt. Mayer in an A-3 from Chanute Field, Ill., on Oct. 28th.

Air Corps supplies were ferried to Chanute Field, Ill., by Tech. Sergeant Guile, Oct. 20th, and Capt. B.F. Lewis on Oct. 27th -- To Maxwell Field, Ala., Oct. 22nd, to Selfridge Field, Mich., Oct. 24th and to Scott Field, Ill., Oct. 28th, by Tech. Sgt. Guile.

Lieut. G.V. McPike ferried an O-19B to Candler Field, Ga., Oct. 19th, returning next day.

Lieut. D.R. Goodrich made an avigation flight to Baltimore, Md., on October 22nd.

Capt. Mann with Lieut. Newhall ferried an O-38 from Chicago, Oct. 27th, for minor repair.

Progress of new construction at this station may be summarized as follows: Stage of completion - Administration Building, 46%; Oil Reclamation Building, 80%; Hangar "A" 94%; Hangar "B," 82%. Entire project, 71%.

Capt. H.A. Bivins, accompanied by Major Hatcher, flew to Stout Field, Ind., on October 22nd on training flight, as did Lieut. F.M. Zeigler to Barnwell, S.C., Oct. 21st, and Lieut. P.W. Timberlake, accompanied by Major M.C. Grow, to Stout Field, Ind., on Oct. 24th.

The first entertainment of the season by the Wilbur Wright Welfare Association was a Halloween Party in the Post Gymnasium on the evening of Oct. 27th. Approximately 550 guests were present, and an enjoyable evening was spent in bowling, bridge, euchre and dancing. Music was furnished by the Osborn High School band and Harry Gehring and his Melody Kings.

Lt.-Col. A.L. Sneed presented the Wilbur Wright Officers' Club with the "Sneed Trophy," a silver vase which will be contested for annually in a handicap golf tournament by those ladies who are members of the families of active members of the Club. In presenting this trophy, Col. Sneed requested that the title rest with the Officers' Club until some contestant has won it three times, when the title will then pass to such winner. The winner's name will be suitably engraved on the trophy by the Club. The prizes won in the Sneed tournament this year were presented on Oct. 26th, Mrs. John Y. York, Jr., winning the trophy for the first time.

Major H.W. Siebert, Air Reserve, Instructor in the Department of Aeronautics, University of Cincinnati, accompanied by approximately 15 students, visited the Depot, Oct. 26th, for the purpose of making an inspection through the Engineering Department at this station.

#### Petterson Field, Fairfield, Ohio, November 17th.

During October, the Depot gave major overhauls to 21 airplanes and 40 engines and minor overhauls to 16 airplanes and 28 engines.

Air Corps supplies were ferried to various stations by personnel of this Depot, as follows: Tech. Sgt. Cecil B. Guile to Chanute Field, Nov. 3rd; to Bowman Field, Ky., Nov. 8th; to Selfridge Field, Mich., Nov. 14th; Lieut.-Col. A.L. Sneed to Scott Field, Ill., in a C-14 on Nov. 2nd; Lieut. F.M. Zeigler to Bowman Field, in C-14, Nov. 7th; Lt. R.L. Williamson to Scott Field, Ill., Nov. 11th.

Aviation flights were made to Selfridge Field, Mich., Nov. 12th by Captain H.A. Bivins, accompanied by Tech. Sgt. Guile; by Lieut. P.W. Timberlake to Logan Field on November 4th; by Lieut. F.M. Zeigler to Lafayette, Ind., on Nov. 3rd.

The following officers ferried planes to this station during the past two weeks for major overhaul: Capt. Wright in O-1E, Nov. 2nd, from Richards Field, Mo.; Lt. Shepherd in a P-12E, Nov. 4th, Lt. Lee, Pettigrew, Unruh in P-12E's, Schlanser in P-16, Nov. 4th, Jacobs in P-6E, Nov. 14th, also Parlette in P-6E, Reed and Burnett in P-6E, Nov. 14th, from Selfridge Field, Mich.; Capt. Palmer in O-38 from Holman Airport, Nov. 4th; Capt. Gale with Lieut. Carpenter in O-38 from Stout Field, Ind., Nov. 10th; Capt. Peck in a P-12 from Maxwell Field, Ala., Nov. 14th.

Lieut. D.R. Goodrich ferried a P-1C plane to Kelly Field, Nov. 3rd, returning on Nov. 9th in a Bt-2.

Lieut. G.V. McPike, accompanied by H.L. Morgan, Chief Clerk of the Supply Department, departed Oct. 27th, ferrying an O-19E to Brooks Field, Texas; securing and ferrying an O-19B from Brooks Field to Rockwell Field, Calif.; returning to this station in a BT-2A from Rockwell Field on Nov. 6th.

Leave of absence, effective Nov. 15th, was granted Capt. H.W. Flickinger, also Warrant Officer Charles M. Smith.

The hunting season opened on Nov. 15th, with the majority of the officers taking advantage of the fact that hunting on the reservation was reserved for officers only on the first day of the hunting season. The number of pheasants on the reservation this season was appreciably increased due to the efforts of Major M.C. Grow at this station.

#### France Field, Panama Canal Zone, October 31st.

Now that the rain is falling steadily, the gates of Gatun spillway must be opened now and then in order to keep the level of Gatun Lake from becoming too high. The Chagres River carries the water from the spillway to the sea, a distance of about four miles. Here live a great rolling school of tarpon which attract many fishermen, both civilians and from the Army. One Saturday afternoon, a short time ago, while two boat loads of soldiers from the Field were among the many fishing on the river, seven of the gates were opened, releasing a flood which carried all before it down the river. When Monday morning arrived and the men had over-stayed their leaves, planes were sent over the river to attempt to locate them. Lieut. Harvey Boyden of the 24th Bombardment Squadron located the body of a man floating in the river close to the bank. Boyden landed at France Field, got out the speed boat and returned to the river. There the body was recovered, and in none too good shape, as a 'gator had attacked it. The man proved to be an ex-soldier who had lived in the Chagres Valley for several years since leaving the service. His canoe had been upset by the flood and as he could not swim he drowned while his woman companion was saved by the France Field men after she had hung on to some mangrove roots for about six hours. After much trouble with wet motors, the men returned to France Field Monday morning after a narrow escape.

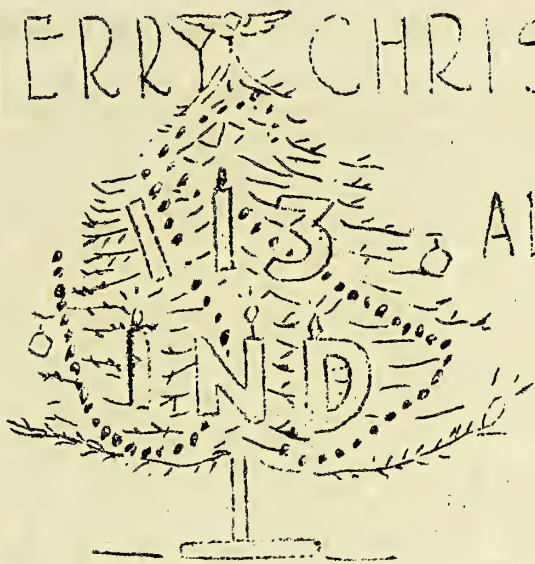
The 12th Photo Section is making T-2 prints of photographs of the Inter-American Highway route. The purpose of this proposed highway is to form the land link between North and South America. First Lieut. A.Y. Smith, pilot, and Staff Sgt. H.L. Hackwith, Photographer, spent 4½ months in various portions of Central America making these photographs. These photographs cover parts of Panama, Costa Rica, Nicaragua, Honduras and Guatemala. The project had to be suspended, due to the rainy season of Central America but will be resumed as soon as the weather permits.

#### Albrook Field, Canal Zone, November 4th.

At present the problem of organizing the 16th Pursuit Group is being worked out at Albrook Field. The 78th Pursuit Sqdn., consisting of 3 officers and 142 men moved from France Field here on Oct. 1st. The 80th Service Sqdn., with 3 officers and 149 men arrived here from Mather Field aboard the U.S.A.T. GRANT on Oct. 24th, and the 24th Pursuit Squadron, consisting of 4 officers and 123 men, arrived from France Field on the 26th.

On Oct. 14th, the hangars, Air Corps Warehouse, and Air Corps Shops, were accepted from the contractor by the Constructing Quartermaster. The hangars were immediately occupied, and the warehouse is being used as a temporary Post Headquarters until such time as the headquarters building is constructed. The new Squadrons are getting settled rapidly, and it is hoped they will be ready to start operations the first week in November.

# MERRY CHRISTMAS TO ALL YOUSE GUYS.



We wish to present our new commanding officer, Major Oliver H. Stout. Major Stout was promoted from the rank of senior Captain, which he has held for several years, to take the place of Major Taylor, who was fatally injured when his plane crashed near Clinton, Ind., while on mine patrol duty. We wish Major Stout a pleasant and successful tour of duty as commanding officer, and assure him of our hearty cooperation.

Lieut. Howard Maxwell just returned from Washington with V.M. Armstrong, representative of the Department of Indiana, for the American Legion. They flew to Washington to take part in the dedication of the tomb of the Unknown Soldier and place the wreath from Indiana on the tomb. After a four-mile march in the parade, they reported weakened landing gears.

Lieut. Maxwell was elected to Commander of the Richard F. Taylor Aviation Post 171 of the Legion, with Major H. Weir Cook, of the 309th Reserve Squadron at Schoen Field, as first Vice Commander. The Post had a dinner meeting at the Antlers Hotel on Nov. 10th.

For some time the Photographic Section has been taking mosaics of parts of the State for Purdue University. The Agricultural Department uses these photographs for a study of the soil conditions. By comparing their actual soil analysis tests to the aerial photographs it has become possible to estimate the soil conditions from photographs.

The pilots are making an earnest study of blind flying by reading texts through the week and doing their practical work on Sunday. During the last several drill periods the Squadron has been practicing night flying at the Municipal Airport. About six pilots are instructed each Monday night.

The enlisted men held a dance and card party in the hangar on November 5th, which proved to be a real party. These men have a high morale and devotion to the Squadron which makes all their undertakings a success.

Having won the Chester Jackson Trophy Race for the third consecutive time, Capt. Earl W. Sweeney now has the cup permanently in his possession. Walker Winslow offered a new cup for next year in memory of his brother, Robert Winslow. We think Captain Sweeney should be grounded from further racing.

The News Letter asked for more news from Reserve fields, so permit us to say that our neighbor squadron, the 309th Reserves, is well, happy, and flourishing, under the capable leadership of Lieut. Stanton Smith. On one Sunday each month we combine our efforts with Schoen Field and fly with them for training in larger formations.

Again we say "Merry Christmas to all youse guys." We live down by the river, so come by and drop in sometime.

Rockwell Field, Coronado, Calif., November 18th.

Three Keystone Bombers, which were loaned to Kelly Field last summer for the purpose of finishing up the advanced Bombardment class which recently graduated, were returned to this field. Lieuts. O.A. Anderson, R.G. Harris and G.H. Steele were the pilots of the Bombers. Captain E.H. DeFord commanded and accompanied the flight in a Fokker Transport and will return the flying personnel to their home stations.

Tuesday and Thursday nights were designated for night flying by the 30th and 32nd Bombardment Squadrons. The 'unusual' California weather which has prevailed for several months has made every pilot wary of the fog which has sneaked in over Point Loma on several evenings, and on one occasion caught 14 Navy planes, all low on gas. They all got down at various places, four of them after a fashion.

To date two Y10-27 Fokkers were received, and another is enroute from the factory, being ferried by Capt. Horace N. Heisen. In speed, and otherwise, these Bombers remind us of the Keystones, they're so different.

An inter-squadron indoor-outdoor baseball league was organized under Lt. Charles W. Haas, Group Athletic Officer, and is going full blast, with much interest being manifested. When Sgt. Mannheim gets thru razzing the batters, they stay razzed.

Monday, Nov. 14th, the anniversary of its organization, was celebrated in due and proper manner by the 76th Service Squadron. A turkey dinner with all the trimmings was served at noon. Several Post officers, including the Group Commander and Staff, were guests. Captain LeBrou, Squadron Commander, contemplated making a speech but decided instead to let all present have a good time, and they did.

During the past few weeks, Master Sgt. Lucy, Group Sergeant Major, has been putting all enlisted men of the Group through a modified course on the pistol range. On completion of the modified course, all officers will fire the full course.

Chanute Field, Rantoul, Ill., November 11th.

Recent aviation flights from Chanute Field to other points and return, performed by officers of this station, include:

Lieuts. H.G. Montgomery, M.I. Carter, W.B. Blaufuss, F.G. Allen, R.E. Holmes, C.G. Percy, L.R. Brownfield, E.A. Simyer, J.A. Bulger, E.J. Rogers, J.E. Sprague, G.R. Bienfang, D.T. Mitchel, W.K. Burgess, Major L.W. Ballantyne, Captains D.C. Ogle, W.R. Turnbull, W. Bender, also Lieuts. Lts. C.D. Wheeler and J.L. McDaniel to Scott Field, Ill. To Chicago, Ill.: Lts. O.F. Carlson, R.C. Wriston, S.E. Anderson, G.E. Bienfang, A.J.K. Malone, R.O. Brownfield, F.O. Tally, C.G. Percy, F.M. Bolen; To Wright Field, O.: Capt. E.G. Harper, W.A. Hayward, F.S. Borum, Lts. H.G. Montgomery, J.S. Stowell, R.V. Williams; To Savanna, Ill.: Capt. T.M. Jervay, Lts. E.G. Bunker, M.H. Warren, W.E. Doolittle, L.R. Brownfield, J.F. Guillett, F.F. Everest, J.L. Daniels, E.R. Alexander, W.L. Bridget, C.G. Goodrich, D.L. Kilpatrick, F.G. McLennan, J.B. Newberry and F.O. Tally; To St. Louis, Mo: Lt.-Col. J.A. Mars, Capt. S.M. Connell; To Patterson Field, O.: Lts. F.E. Cheate, W.B. Blaufuss, F.C. Wolfe; to Moline, Ill: Capt. W. Bender, Lts. W.K. Burgess, J.S. Stowell, E.J. Flatequal; to Springfield, Ill.: Lts. D.T. Mitchel and O.F. Carlson; to Selfridge Field, Mich.: Lt. F.E. Cheate; to Kirkeville, Ill: Lts. D.T. Mitchel, D.F. Meyer; To Indianapolis, Ind.: Lt. S.W. McGregor; To Lansing, Mich.: Lts. D.F. Meyer, C. Sommers; To Omaha, Neb.: Capt. E.H. Wood, Lt. H.J. Flatequal; To Pekin, Ill: Capt. S.M. Connell; To Leavenworth, Kans.: Lt. J.L. Davidson; To Schoen Field, Ind.: Capt. E.G. Harper; To Madisonville, Ill: Lt. R.W. Harper; To Bluefield, W. Va.: Lt. W.K. Burgess; To Wheaton, Ill.: Lt. W.L. Ritchie; To Cincinnati, Ohio: Capt. S. Jacobson, Lt. G.W. McGregor; To Kansas City, Mo.: Lts. L.R. Brownfield and R.O. Brownfield; To Omaha, Neb.: Capt. E.H. Wood, Lt. H.J. Flatequal; to Columbus, O.: Lt. W.L. Ritchie; To Fort Wayne, Ind.: Lt. C.G. Percy.

During an aerial review held at this field on October 29th, 25 airplanes of various types assigned to this station, together with flying line equipment and pilots, observers and mechanic personnel were first reviewed on the ground by Lt.-Col. James A. Mars, Commanding Officer, accompanied by his staff. Following the ground inspection, the planes were flown in review formation past the position of the Reviewing Officer. An exceptional point in consideration of this aerial review is that it was, with the true Chanute Field axiom that "the scheduled show must go on," carried on in the face of a 36-mile surface wind, accompanied by low hanging muggy clouds.

On the evening of October 25th, the officers of Chanute Field were entertained at a banquet by the Rantoul Chamber of Commerce. A total of approximately 200 members, officers and other guests attended. After a delicious dinner tended by the ladies of Rantoul, and accompanied by orchestra music, Lt.-Col. James A. Mars was introduced as toastmaster, and throughout the remainder of the evening held his listeners to a high pitch of enthusiasm with his dinner stories and introductions of speakers. Guests of honor and speakers included Congressman Adkins, of Illinois, who told the history of Congressional action on the prospective new Chanute Field, and various officials and representative citizens from Champaign-Urbana and other nearby cities. Cooperation between military personnel and civilian population was stressed by Col. Mars and other speakers.

On October 21st, Pilot Lieuts. Javier Gonzales Gomez and Ricardo Castaneda Leon of the Mexican Army reported for duty at Chanute Field for entrance in the 1932-33 Officers Class in Communications. The two young officers, both of whom are graduates of the Mexican Military College, Class of 1928, and both of whom have seen strenuous war service with the Mexican Federal Army, are of particularly pleasing address, and have quickly taken their place in the official and social life of Chanute Field. Lieut. Castaneda is accompanied by his younger brother who is studying in local schools, while Lieut. Gonzales enjoys the company of his mother, Senora Emilia Gomez Viuda de Gonzales.

On November 4th, four officers of the Air Corps Technical School received promotions to the grade of 1st Lieutenant, viz.: 1st Lieuts. Reuben Kyle, Jr., A.J. Kerwin Malone, William H. Doolittle and Russell Scott. The newly promoted officers received congratulations of the entire officer personnel of the command.

Chanute Field, Rantoul, Ill., November 23rd.

On Friday, November 11th, Armistice Day was observed at Chanute Field at a patriotic memorial service, which all military personnel attended. After the morning classes and other work, officers and enlisted men assembled at the post gymnasium at noon. The memorial service, conducted by Major Milton O. Beebe, Post Chaplain, consisted of a prayer, followed by one minute silence in memory of the departed. This in turn was followed by an Armistice Day address by Major Beebe, who set forth bold facts, tempered with touching sentiment.

Original enlistments for Air Corps, Chanute Field (the student body, Air Corps Technical School) were resumed, to the extent of a total of this group of 175 on November 30th. This resumption of enlistments, restricted since January, 1932, will greatly ease the personnel situation at Chanute Field, as well as facilitate the procurement of enlisted students. All applicants for these enlistments must be of the highest type, and must be bona fide high school graduates. The eligible list of approved applicants at the resumption of enlistments included approximately 750 names.

On Nov. 11th, 1st Lieut. Ralph E. Holmes departed for his new station in Hawaii, driving overland to San Francisco, where he and his family will board the transport. Lieut. Holmes was on duty at Chanute Field since June 29, 1931, when he reported to enter the Communications course, from which he graduated in June, 1932. During his year of a year and a half at this station, Lieut. Holmes was three times the recipient of congratulations; first, upon his graduation; second, his promotion; and recently he passed cigars upon the arrival of a new daughter.

Familiar to officers and soldiers of practically every Air Corps post, the post mascot of Chanute Field, Billy, a Boston Terrier, who lives at the Post Exchange, sponsored by Mr. James H. McEwen, Post Exchange Chief Clerk, received his naturalization papers into the Air Corps and is now a full fledged citizen of Chanute Field. His papers take the form of registration with the American Kennel Club, under the name of "Backfire." Long a familiar sight to visiting pilots and other Air Corps personnel who have chanced to step into the Post Exchange, he invariably greets a newcomer with an enthusiastic offering of his private tire, of the tail wheel of an airplane, carried in his mouth. He is also the boastful daddy of two recent litters of Boston pups of show type.



Kelly Field, San Antonio, Texas, November 14th.

Six Bombers borrowed by Kelly Field for use in training Bombardment students of the last class are being flown back to the fields to which they belong by Kelly Field pilots. Three are being flown to Maxwell Field, Ala., and three to Rockwell Field, Calif.

Lieut. George E. Price made an emergency flight to Fort Clark, Nov. 7th, in the Kelly Field ambulance to bring the wife of a Fort Clark soldier to the Fort Sam Houston Hospital for an emergency operation.

Private Alfred E. Parker, 40th School Sqdn., was injured while playing on the Kelly Field football team, and is in the station hospital at Fort Sam Houston, Texas.

Staff Sgt. Burt, Corp. Stevens, and Pvt. Busby, 40th School Squadron, are on detached service to Maxwell Field, Ala., accompanying pilots ferrying ships from Kelly to Maxwell Field.

Selfridge Field, Mt. Clemens, Mich., November 19th.

A Selfridge Field Pursuit ship was involved in an unusual accident on October 29th at Detroit. Lieut. Donald L. Putt, Assistant Operations Officer of the 1st Pursuit Group, while crossing the City on an avigation mission, lost his emergency night landing flares. One of the flares dropped on a house and set fire to the roof. When Lieut. Putt returned to the field, an investigation was instituted, and it was found that faulty design of the M-VIII flare adapter was the cause of the accident. The adapters had only recently been installed in the Curtiss P-6E planes and had not previously been in use. Vibration of the plane in flight caused a safety catch to turn in its socket and release the whole flare adapter assembly and flare. On the same day of Lieut. Putt's accident, Lieut. Brown, Air Reserve, who was also flying a P-6E on an avigation mission, lost his flares on a take-off and burnt holes in the tail surfaces of his ship. The cause of his accident was the same as that of Lieut. Putt's.

During the period of Oct. 30th to Nov. 3rd, Fox Movietone representatives were at the field filming activities of the 1st Pursuit Group. Their cameramen were desirous of getting pictures which would include unusual cloud formations as backgrounds for the flight formations of the several squadrons, so the Commanding Officer, Major George H. Brett, obligingly led his command through, above and beneath all the clouds available. All the regular training routine was followed, including the different drill and review formations. If the pictures develop well, the public will be able to gain an idea of what a U.S. Army Pursuit Group can do, and will also see what beauty there is in the upper cloud world.

San Antonio Air Depot, Duncan Field, Texas, Nov. 14th.

Brig.-General Oscar Westover, Assistant Chief of the Air Corps, paid the Depot his first visit since his present appointment, and his call afforded us much pleasure.

Lieut.-Col. A.W. Robins, Executive, and Capt. A.W. Vanaman, of the Procurement Section, Air Corps Materiel Division, Wright Field, in the course of a tour inspecting conditions in the San Antonio Area, arrived here Nov. 3rd and were welcomed by old friends in this vicinity, Col. Robins having been in command of this Depot up to last year and Capt. Vanaman having been Chief Engineer Officer here some years ago. They left Nov. 6th on the return trip.

First Lieut. K.B. Wolfe, Materiel Division, Wright Field, visited the Depot Oct. 31-Nov. 1st, while passing through on his return trip by air from the West Coast.

Out of town visitors attending the regular monthly supply and engineering conference of this Control Area at this Depot, on Nov. 8th, were Major G.E. Lovell, Jr., and Capt. E.V. Harbeck, Jr., of Barksdale Field, La.; Capt. Alfred Lindeburg and 1st Lieut. J.J. O'Connell, of Fort Crockett, Texas, and 1st Lt. Paul C. Wilkins and 2d Lt. H.F. Gregory of Fort Sill, Okla.

First Lieut. D.F. Fritch took off Nov. 8th in a C-9 Transport, and 1st Lt. D.F. Stace and 2nd Lt. C.K. Moore and A.Q. Mustoe on the 9th in three A-3B planes from this Depot, to deliver the A-3B's to Maxwell Field, Ala., and return in the Transport.

Numerous duck hunting parties are taking advantage of the glorious weather down here at this season. To date the results were in equilibrium, so to speak, but it is believed the ducks are at least beginning to have a wholesome respect for the prowess of our nimrods.

In a lively tournament held by the Air Corps Golf Association here, Mrs. T.H. Chapman, wife of Lt. Chapman, won first prize in the first flight for ladies, and Miss Mary Fisher, daughter of Col. A.G. Fisher, won the second prize. In a blind bogey played on the same date (Nov. 5th), Col. Fisher won first prize. Much strenuous golf practice is now under way in preparation for what will be known as a Golf Turkey Tournament.

Sgt. J.H. Price, 67th Service Sqdn., Randolph Field, on detached service here, took off Nov. 13th to ferry a BT-2B plane to the Middletown, Pa. Air Depot, ferrying to this depot on his return trip a Y1C Transport.

During October, the Engineering Department of this Depot overhauled 36 airplanes and repaired 25 of various types. Engines overhauled totaled 67, while 37 were repaired.

Air Corps Detachment, Port Columbus, Columbus, Ohio, Nov. 25th.

During October, this station had 180 visiting planes, from the Army, Navy, National Guard and Department of Commerce, from Bolling, Mitchel, Selfridge, Scott, Bowman, Lunken, Schoen, Randolph, Langley, Rogers, Maxwell Fields, San Diego, and from stations of the Minnesota, Ohio, Tennessee and New Jersey National Guard. Most of these ships required services, and a few required minor overhaul.

We have at this Air Reserve Hangar seven planes - 3 BT's, 3 o-1's and one FT-3. Over 100 Air Reserve officers, in Group I or II, are on inactive status for flying from this station. In October, 148 hours were used up in flying by these officers. First Lieut. O.L. Rogers, A.C., (DOL), Detachment Commander, is also Unit Instructor for Air Corps Detachment; 8th Corps Area Service Command; A.C. Reserve Officers Military Area of West Virginia; 415th Airdrome Co.; 308th Obs. Sqdn.; 308th Photo Section and 416 Pursuit Sqdn., and assigned to duty with Columbus Military District. This station is never closed. Teletype and weather station is open 24 hrs. daily. Some of the recent visitors at our Hangar were Wm. Stout, designer of Ford planes; Mr. Berliner of Berliner-Joyce Co.; Mr. Crider, publisher of Fort Worth Star-Telegram, Fort Worth, Texas; the Cuban Good-Will Flyers and Col. Roscoe Turner on his record-breaking East-West Flight.

18th Composite Wing, Fort Shafter, T.H., Nov. 1st.

October was a very busy month for Luke Field pilots and observers, who carried out a number of special cooperative missions, in addition to a full schedule of routine training. The 4th Obs. Sqdn. concentrated on instrument or "Blind" flying and combat maneuvers, using camera guns. Aerial photography and two missions with Infantry units will complete the schedule. The 50th Sqdn. Obs. engaged in aerial radio communication and formation flying; contact missions with the 11th Field Art. in the morning and night flying on October 17th.

The 65th Service Sqdn. furnished a plane for long range artillery adjustment, cooperating with the Harbor Defenses of Pearl Harbor. Continuing the good work of last year, new methods of procedure for the spotting of targets and the correction of shots on the longer ranges up to 40,000 yards were devised. A Douglas "Dolphin" was equipped with special instruments and is used for this work. The Squadron also held an amphibian on the alert as a rescue ship in case of an emergency.

Lieut. John A. Tarro, Luke Field, was designated to succeed Capt. J.W. Benson as Post School Officer, the latter returning to the mainland Nov. 12th for station at Fort Bragg, NC. The Luke Field Post School is one of the most successful Army School in the Hawaiian Department. The courses offered cover both primary and advanced educational subjects, and also include vocational classes in airplane engine mechanics, armament, radio constructions and operation of stenography. A special class in sound and motion picture projection meets in the operating room of the Post Theatre four nights weekly. These classes are given in order to supply the trained men and technicians necessary for the operation and maintenance of the varied departments of the post.

6th Pursuit Squadron, Wheeler Field, T.H.

The Squadron completed record firing on two targets with an average score of 140. Lieut. Luther S. Smith was high man with a score of 206. Our flying at present is being devoted to tactical problems and high altitude work, which will concern us in the forthcoming Army and Navy Maneuvers in February.

Lieut. Don Meade, Air Reserve, one of the leading characters in this Squadron for some time, suddenly decided to take off for Kansas. He departed on the USAT GRANT on Oct. 4th. The Squadron regrets his departure and wishes him luck in whatever pursuit he may follow.

75th Service Squadron: During October, the Engineering Department changed 13 engines - two in Douglas Amphibians, six in A-3's and five in P-12's. The reinforcing of the fuselages on all P-12's also completed.

A prominent Air Corps officer who stopped at Wheeler Field for a brief visit late in September was Major Gerald E. Brower, who with Mrs. Brower arrived aboard the USAT REPUBLIC enroute to Manila.

Hawaiian Air Depot, Luke Field, T.H.: Depot operations for October consisted of routine overhaul, repair work for the 5th Composite Group, and repairs to airplane and engine equipment and accessories. From Sept. 21st to Oct. 20th, the Depot Engineering completed overhauls on 7 airplanes - 3 O-19C and 4 P-13C. Repairs were completed on 2 Y1C-21 airplanes. Twelve engines were overhauled during above period, 7 repaired. One SR-1340-C was surveyed, rebuilt and turned over to the Luke Field Post Schools for instructional purposes.

5th Composite Group, Luke Field, T.H.: In the Observation units, training consisted briefly of flying, aerial gunnery, aerial photography, communications, formation, combat maneuvers (camera gun) and day and night reconnaissance flights. Two missions in cooperation with the Harbor Defenses of Pearl Harbor were also flown by the 4th Observation Squadron.

Swimming classes were inaugurated for all Air Corps personnel at this station who are not proficient in the art. Each man is required by Wing Orders to demonstrate his ability to swim a distance of 100 yards and at the present time there are very few who are not qualified. We believe that in our next letter we can report that 100% are proficient in swimming. Instructions and demonstrations to all flying personnel in the proper method of releasing the parachute when forced to land in the water were also given during the month by Lieut. Pearl E. Robey, Post Parachute Officer. Instructions in swimming and releasing the parachute are necessitated by the nature of our flying, which is conducted mostly over water, making practically all forced landings extremely dangerous.

During September and October, a total of 16 hours were flown in cooperation with the Coast Artillery for testing methods of locating targets at sea with 16-inch guns. The Douglas Dolphin Amphibian Y1C-21 was converted into an Observation plane for this work, the Observer's cockpit being in the nose of the hull. Special radio equipment was required and was operated by remote control from the Observer's cockpit. First Lieuts. Courtland M. Brown, Otto P. Weyland, 2nd Lieuts. Robert E.L. Choate, Fred R. Dent and Sidney A. Ofsthun participated in these experiments.

72nd Bombardment Squadron: Training of the Squadron for October consisted of camera obscura, 5000 feet and 8000 feet; aerial bombing, high altitude formation flying, day and night; employment and tactics, simulated bombing of objectives; aviation (flight and individual). Radio communications were used on approximately 40% of the missions and no failures due to personnel or mechanical error.

Test or performance flights were made with B-5A's assigned to this Squadron as to their ability to maintain altitude with one engine. This test was made with planes equipped with two and three blade propellers. On planes equipped with two blade propellers, loss of altitude was from 200 to 300 feet per minute; maneuverability was greatly reduced, but flying on a straight course was possible. These tests were made with one engine running at idling speed and the other engine at normal speed. Test made with planes equipped with three blade propellers averaged about 50 feet less loss of altitude than two blade propellers. Bombing by the organization has been on stationary targets by single planes and in formation.

4th Observation Squadron: During October, the 4th Observation Squadron participated in various tactical missions consisting of aerial gunnery, aerial photography, radio communications, instrument flying, formation flying, Infantry missions (simulated), combat maneuvers (camera gun), individual and flight, aviation and day and night reconnaissance. Two cooperative missions with the Harbor Defenses of Pearl Harbor were flown.

Lieuts. Brown, Choate and Ofsthun were placed on the Coast Artillery Long Range Board. Lieut. Tarro was appointed Post Schools Officer and Lieut. Townsend, Post Police and Prison Officer.

Captain  
scrappy eleven  
28th at the  
20 to 6

Usher's Gold  
from the  
Naval.

and Blue gridders from Langley Field repulsed a Newport News Apprentice School on the night of Oct. Stadium before an overflowing crowd, to capture a victory after a hard-fought battle. These capable football aggregations have developed a tradition of rivalry which reveals the leading football team of the surrounding Peninsula, and for the fourth consecutive year the

Army Air

Corps men captured the honors.

plunging  
lowing some  
ball to the  
recovering.

The Airmen scored in the initial quarter when Hunt, 200-pound halfback, crashed through for the first touchdown of the game, following brilliant running by Owens, stellar Langley back, who carried the 19-yard line, following a blocked punt by Gobble, with "Doggie" Kerr The pass for the extra point was broken up.

covered some  
the receiving end.  
only halted at the  
ter, when Brewer  
Apprentice 8-yard

In the closing minutes of the second quarter, the Birdmen unspectacular overhead work, with Kerr passing and "Red" Tyrell on This sustained drive started from the Langley 30-yard line and was Apprentice 8-yard marker. Langley scored again in the third quarter recovered a punt blocked by Reiter, Airmen's center, on the marker, and Hunt took it across on three line smashes.

ing their third  
was the splendid  
yards for the touch-  
Apprentice, and in the  
the Apprentice lone score.

Both elevens scored in the final quarter, the Army eleven tallying touchdown, with Owens kicking for the extra point. Once again it defensive play of Reiter, who intercepted a pass and dashed 35 down. Captain Usher then rushed his Yannigans in to battle the closing minutes of the game, Cox snatched a pass from Hyatt for

-----  
The Gold and Blue warriors from Langley Field rolled over the Giants of the New River State Teacher's College of West Virginia, November 5th, score 7 to 6, in one of the most fiercely fought battles seen on the local grounds in years. A big and versatile Orange and Black clad eleven from West Virginia outweighed the scrappy Air Corps men 15 pounds per man and towered well over 6 feet, but this great handicap only made the gallant Army gridders fight harder, and they came out on top for a brilliant and spectacular victory over a heralded eleven that held the Holy Cross team of Massachusetts to a 13 to 6 verdict and the Davis and Elkins eleven of West Virginia to a 7 to 6 count. This victory was the most outstanding of the year, and Langley Field now has six brilliant wins over formidable opponents to compare with a lone 7 to 6 defeat.

The Birdmen scored near the end of the first quarter on a pass from Owens to Tyrell, who speared the oval over the New River pay-station for the score. "Red" Tyrell's kick soared between the uprights for the seventh point, and incidentally the winning margin. Tyrell performed brilliantly during his short stay in the game and was carried off the gridiron on a litter after splendid work.

New River scored in the third period on a sustained drive from the kickoff, using the double wing back formation. New River featured a passing attack which was always a menace to the Langley team, but the splendid work of "Doggie" Kerr broke up many overhead thrusts which were headed for completion. Hinchman, 190-pound plunging half-back, went off right tackle for the score, and "Red" Moore blocked DeHart's kick to save the day. Reiter, Gobble, Donn and Kerr shared the limelight for the winners, while Hinchman, Rado and Gatens were outstanding for the conquered.  
- Jack R. Germaine.

-----  
Selfridge Field met their old football rivals from Scott Field, Ill., on October 30th, and defeated them 18 to 0. There was plenty of excitement and action during the game to provide thrills for the spectators, but after the first quarter there was little doubt as to the final outcome. The superiority of the home team was demonstrated very early in the game when Strong, Selfridge quarterback, and Bradley, halfback, alternated in carrying the ball around end and through tackle to the enemy 20-yard line, and then Lalone, fullback, romped around end to score the first six points.

The third quarter found the Selfridge football machine slightly out of gear for a time, when two of their best players were injured. Kling suffered a dislocated shoulder blade in making a hard tackle, and as a result will not be able to play again this year. Up until the time of his injury, Kling had played a sterling game at right tackle. Lalone's injury left a vacancy in the fullback position, which was filled by Saums, who can pass. Not long after Saums entered the game he threw one of his passes to Lt. McCoy, end, who stepped across the goal line for six points for Selfridge. Again the extra point was missed. In the fourth period both teams opened up their attack a good bit, and many passes were thrown. Selfridge had some small success via the air route, notably when Lt. Unruh caught one for a 20-yard gain to the visitors' twenty-yard line. Selfridge, however, then lost the ball on downs. A few minutes later, Strong started calling a succession of line bucks, end runs and cross bucks, which caused dire confusion to Scott. Finally, from Scott's 20-yard line, Szczerba, a halfback with a stumbling name but fast legs, got away on a pretty off-tackle play and flashed across the Scott goal line for the last score of the game.

Line-up: Scott - Wilson, l.e.; Freund, l.t.; Keene, l.g.; Beech, c.; Deppe, r.g.; Richar Richards, r.t.; Canady, r.e.; Hodgson and Cook, halfbacks; Osborn, f.b.; Summers, q.b.  
Selfridge: Spindler, l.e.; Girard, l.t.; LeTarte, l.g.; Schmidt, c.; Graham, r.g.; Kling, r.t.; Flannigan, r.e.; Durkee and Bradley, halfbacks; Strong, q.b.; Lalone, f.b.

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The Fort Benjamin Harrison doughboys and the Selfridge Field flyers met on the gridiron on November 6th, and when the smoke of battle had cleared away neither had won, the game ending at 13 to 13. It was an exciting contest, because the fortunes of war changed back and forth so much during the afternoon that the outcome was always uncertain. The doughboys from Indianapolis got the jump on the flyers very early in the game in such an efficient manner that it looked as if the game would turn out to be a one-sided affair. After a bit of parrying back and forth and an exchange of kicks, the Hoosiers took the ball on the 50-yard line and started carrying it down the field rapidly. After only four rushing plays, including a center thrust, two end runs and a cross buck, they managed to plant the ball in the

end zone. Myers who carried the ball over also kicked the extra point. It looked bad for the Selfridge eleven at that point, especially when Strong, quarterback, was carried off with a bad knee after tackling the ball carrier on the next kick-off. At this point, Lieut. McCoy, who had just returned from a training flight which was delayed by fog, went into the game. Going to the fullback position, he shifted Bates to half and Bradley to quarter. Evidently the team was waiting for him because they immediately started another type of football.

After an exchange of kicks, Selfridge stopped the Infantrymen, who then kicked, Bradley in a nice run returning to the Harrison 40-yard line. Faking a pass, McCoy got away around right end for 30 yards. The Hoosiers stiffened their defense and it was only on the fourth down that Bates managed to inch the ball over the goal line. Saums, with a nice place kick, gained the extra point. Not content with tying the score, Selfridge went into the lead in short order. Saums caught the kick-off and started off on a weaving, twisting run that was halted on the Harrison 30-yard line. On the next play, McCoy, after faking a run toward his right end, tossed a pass to Saums who was waiting by his lonesome over beyond left end. Saums did not even have to hurry to make the next 20 yards to the goal. Unfortunately, he could not convert the extra point.

A kicking duel then developed and finally ended in the fourth quarter, when Harrison got the break they were waiting for. Recovering a fumbled kick on the Selfridge 30-yard line, an end run gave them first down on the 17-yard line. On the next play, Selfridge was penalized 15 yards, and with only two yards to go in four downs the doughboys added six more points to their score. Their failure to convert the extra point tied up the contest, which ended a few minutes later with Selfridge seriously threatening the visitors' goal line.

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On Armistice Day, November 11th, the Selfridge Field gridsters traveled to Flint, Mich., and defeated the Junior College by the score of 18 - 0, thus ending the Selfridge Field season in a highly satisfactory manner. Those spectators who were not affected by chilblains, and who had the warm blood circulation of Esquimaux, rather enjoyed the game, but most everybody else spent too much time thinking of their cold feet. The players indulged in some good football, despite the cold, but the spectators had difficulty appreciating it.

At two o'clock, the two teams commenced their battle on the field, located at the Flint Junior College campus. The first period was scoreless, despite several breaks which brought Selfridge very near the Flint goal line. At the beginning of the second quarter, however, Selfridge started using its line plunging power, with Bates, Bradley and McCoy cutting inside tackle and through guard by turns. With this type of straight football, Bradley and McCoy made touchdowns. Score at end of the half, Selfridge 12, Flint 0.

In the second half, Flint began using many passes. They completed several, but could not take advantage of the initial successes obtained. Selfridge also began flinging passes, and by this method obtained six more points. Saums threw to Spindler, who then stepped one yard across the goal.

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A band of gallant Gold and Blue gladiators battled the versatile Leathernecks of the Quantico Marines on even terms through two gruelling quarters but finally bowed to the terrific smashes of Lieut. Bauer and Company, to drop a 13 to 0 decision to their powerful Service football rivals. This gridiron classic, played at Langley Field, Va., on November 20th, before an overflowing crowd, was a spectacular performance of two formidable elevens of Uncle Sam's military forces, who staged a brilliant battle from the opening to the final whistle.

Captain Usher's forces were a game clan, who fought through four periods against a team, 15 pounds heavier - not merely beef and brown, but heady, shifty and intelligent. Lieut. Bauer, 200-pound man-mountain, was a threat each time he carried the ball, and without him the Marines failed to click. The Gold and Red Quantico aggregation scored in the third and fourth quarters, Bauer circling right end for the initial touchdown, after a drive of some 30 odd yards, which featured the famous "Statue of Liberty" play, and lateral passes mixed with terrific line plunging by Bauer and Zeher. Bauer's kick for the extra point was partially blocked as the third quarter ended 6 to 0. Up to this point, Langley Field had threatened on two occasions, after their aerial offensive had clicked with Owen passing and "Red" Tyrell on the receiving end. In the first quarter, Tyrell tried a kick from placement on the Quantico 15-yard line, a healthy kick but wide by inches. Once again the game Airmen had advanced to the Devil Dog's 18-yard line, where a pass over the end zone was incomplete, thus ending another Fliers' threat.

Quantico's second touchdown was aided by a 15-yard penalty on the part of the Airmen. This advanced the ball to the Langley 22-yard stripe, where Robertson circled left end on the "Statue of Liberty" play unmolested to cross the Langley goal line. This time Bauer passed to Zeher for the extra point. As the final whistle sounded, the Birdmen had completed a series of passes to the Marines' 2-yard line, and it appeared as though they were ready to take it across, but Referee Gooch halted the battle - a brilliant performance by two powerful elevens of Uncle Sam. - Jack R. Germaine.

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Langley dropped a 13 to 7 contest to the Tar Heels of Appalachian State Teachers College. But three days rest between their terrific battle with the Marines told on the local lads, as they gave their most inconsistent performance of the year to an inferior team. A large crowd was out to see the gladiators of Langley in their final home appearance, Turkey Day, but were disappointed that they didn't click. All in all, Captain Usher's scrappy aviators have played well, considering their hard schedule. Victories over New River and West Liberty State Teachers Colleges were really great achievements, and then to sweep the Crusaders of Loyola, of Baltimore, after they had been an overwhelming favorite, showed the real power of the Army Air Corpsmen, and their hard-fought tussles during the year 1932 will be long remembered.

"Doggie" Kerr, 132-pound field general of the Army Fliers, was outstanding all through the year. A gallant quarterback and the best 132-pounds of man on the gridiron. Reiter, Haug, Owen and Hunt shared the limelight. Moore, Kawoleski, Donn, Worrell, Mason, Boynton, Tyrell and Brown played well through the year. Langley completed their home stand of ten games, with seven victories to three defeats. To show his appreciation for the untiring efforts and hard play all season by his eleven, Capt. Usher is taking the entire football squad to Philadelphia to witness the colorful Army-Navy football game on December 3rd. On the following day they will meet the Medicos of Carlisle Barracks, Penna., for the football laurels of the 3rd Corps Area. - Jack R. Germaine.

The Kelly Field football team showed a little of the form that made them last year's Army League champs when they rolled over the Brooks Field Maroons on their field on Saturday afternoon, Nov. 12th, to the tune of 25 to 0. Brooks now has permanent possession of the cellar with a record of 3 losses and one tie, while Kelly crept out of the bottom for the first time this season. Kelly scored late in the first quarter when Holcombe blocked a Maroon punt and Detlefs fell on the ball over the goal line, after players of both teams made frantic motions towards grabbing the ball. Towle missed on his try for the point. Neither team scored in the second period, although some mighty fine football was played by both elevens. The Maroons opened the second half with a 65-yard return of a punt by Blevins, who was stopped on the 20-yard line, but they could not muster enough strength to smash the powerful Kelly line and lost the ball on downs. Kelly scored in the third quarter and twice in the last quarter, two of the touchdowns through line smashes and the third through a 25-yard pass. Mlynczak, Pozniak and Michel were the shining lights in the Kelly backfield, while Blevins and Woodyard starred for the Maroons.

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#### March Field, Riverside, Calif., November 17th.

Accompanied by a news reel photographer, the 11th Bombardment Squadron made an extended flight recently to El Paso, Pueblo, Denver, Salt Lake City and Reno. Navigation and radio training was particularly stressed on the trip. Radio communication was established at numerous points with local broadcasting stations which rebroadcasted graphic descriptions of the flight given by 2nd Lieut. Ivan L. Farman, Squadron communications officer, before the squadron came into view. Airway radio beacons were used extensively and all pilots in the squadron received training in the use of this new navigation device. Both at Pueblo and Reno, large crowds of interested citizens viewed the Army planes.

Recent arrivals at March Field included Major Clarence L. Tinker, A.C.; Major Samuel E. Brown, Med. Corps; Capt. John L. Gallagher, Jr., Med. Corps; 2nd Lts. Harry Crutcher, Carl H. Baker, John R. Kane, Lloyd W. Earle, Theron S. Jobson, Francis H. Mathews and Wm. L. Trimble, Jr., Air Reserve, Warrant Officer Leland D. Bradshaw, Tech. Sgt. Wm. J. Riley, Sgts. Otis Purvis and Paul Gervési.

Second Lieut. J.A. Brier, until recently stationed at March Field as a Reserve officer on active duty, was married on October 17th to Miss Ilo Edgell at Yuma, Ariz. Lieut. and Mrs. Brier are living in Riverside.

The March Field Pistol Team, composed of Lieuts. Harding (team captain), Briggs, Ott (team adjutant), Maxwell and French (alternate), will start intensive practice Nov. 28th. A match is scheduled to take place at Fort MacArthur on Dec. 27th with the Coast Artillery team.

Mr. Harold Gatty, Chief navigation engineer, Army Air Corps, recently gave two lectures to the officers and noncommissioned officers on the subject of "Navigation and Navigation Instruments." These lectures were thoroughly instructive, and it is the hope of March Field personnel that at a later date a complete course in navigation can be given by Mr. Gatty.

The local Officers' Tennis Team won five matches in the first tennis contest of the season against the Pomona Tennis Club, the latter winning four matches. Six singles and three doubles matches were played in this contest. A new arrival, 2nd Lieut. Dolf E. Mushleisen, gives the team a great deal of additional power. He recently won the Texas Tournament at Austin and the Southern Texas Tournament at San Antonio. He also defeated the ranking Navy player in the Army-Navy League Cup matches by a very decisive score in Washington last July.

The Enlisted Men's Tennis Team, recently organized at March Field, improved considerably during the past few weeks. A recent trip to San Francisco gave the local players the opportunity of playing Letterman General Hospital. The Medicos won, 4 - 3, after a hard-fought contest. A return match is contemplated in the near future.

November 1st was celebrated by the First Bombardment Wing as Organization Day, marking its first birthday as a permanent tactical organization. The celebration included contests between the Pursuit and Bombardment Groups in squash, tennis, baseball, pistol, tug-of-war, volley ball, five-mile relay race (220 yards per man), trap shooting and machine gunnery. The 17th Pursuit Group won by a score of 139-2/3 to 81-1/3. High point squadrons were the 73rd Pursuit and 31st Bombardment. A luncheon was served at the Officers' Club at noon in honor of participants and guests at the post.

#### Reserve activities in Sixth Corps Area.

Reserve activities at the Reserve Airdrome in Chicago are booming. Flights are being made by a considerable number of Reserve officers each month and, in spite of the low temperatures, interest in inactive duty flying seems to be on the increase.

Due to the large volume of air traffic at the Municipal Airport, Curtiss Wright and Ford Lansing Airposts get their quota of practice landings each month, as these are ideal landing fields and are within a few minutes flying time from Chicago.

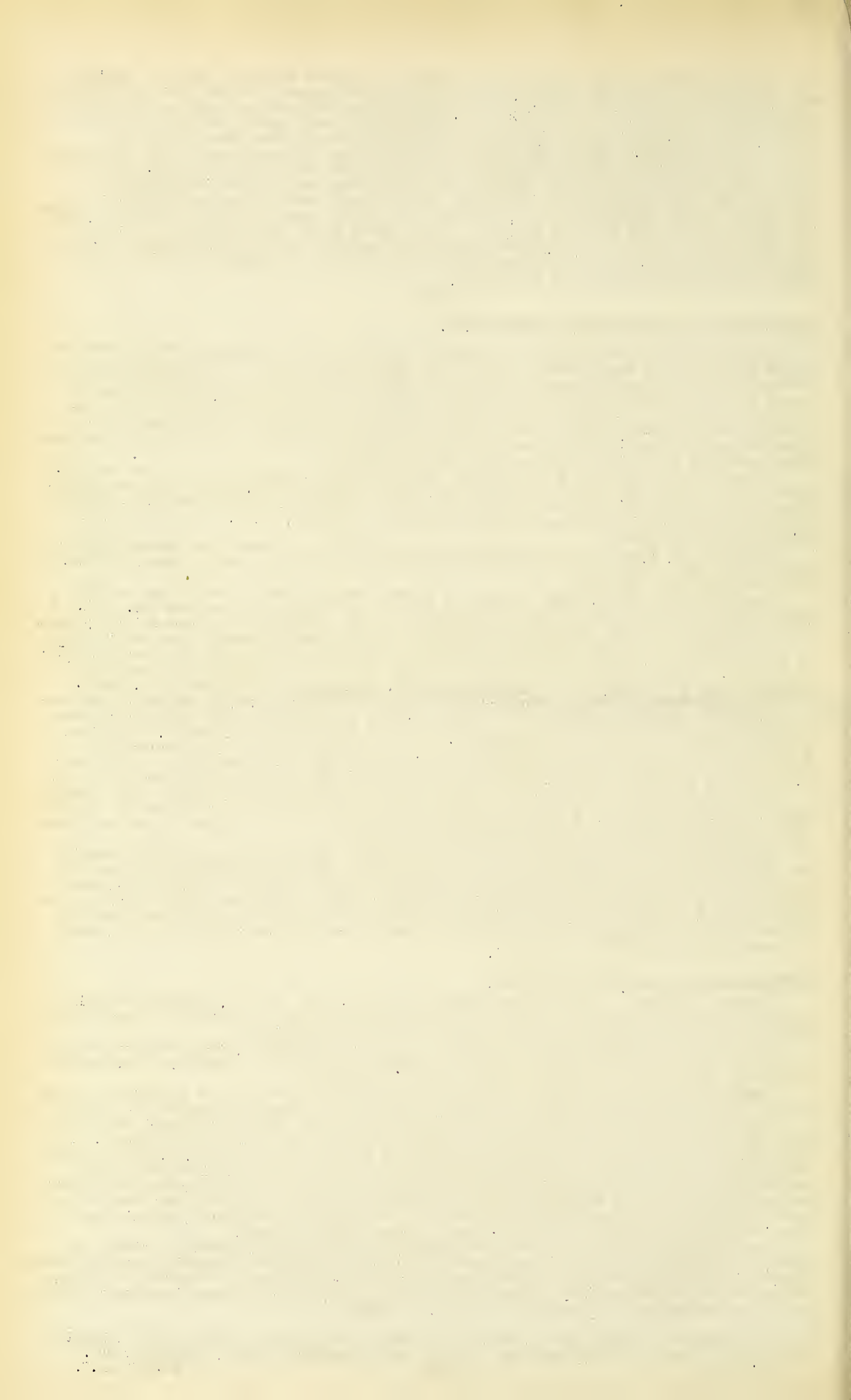
Numerous aviation training flights are made to outlying cities, such as LaSalle, Ottawa, Aurora, Elgin, Lake Geneva, DeKalb, Woodstock, Waukegan, and others too numerous to mention.

Work was started on the runways to the Army hangar at the Municipal Airport, and it is expected the Air Corps Reserves in this Area will have their own Hangar in the Spring. In connection with this work, and due to the efforts of the Air Officer, Capt. C.W. Connell, and his assistant, Lieut. Webster, wheeled scrapers were located at Wright Field and brought overland by truck. Mack dump trucks were located at Camp Custer, Mich., repaired and driven overland by drivers from Selfridge Field, and cinders were located not very far from the airport. When the runways and needed alterations to the hangar are completed, the Air Corps Reserves in Chicago will have facilities for training second to none.

Recently, Majors Dallas M. Speer and Frederick H. Chetlain, Air Reserve, attended the National Convention of the Air Corps Reserve Officers Association as delegates from the Chicago Chapter, with 1st Lt. Lewis S. Webster, Reserve Instructor in Chicago. Returning to Chicago, Lieut. Webster ferried an Ol-B airplane from Richards Field which had been transferred to this activity, accompanied by Major Speer in a Bf-2B airplane.

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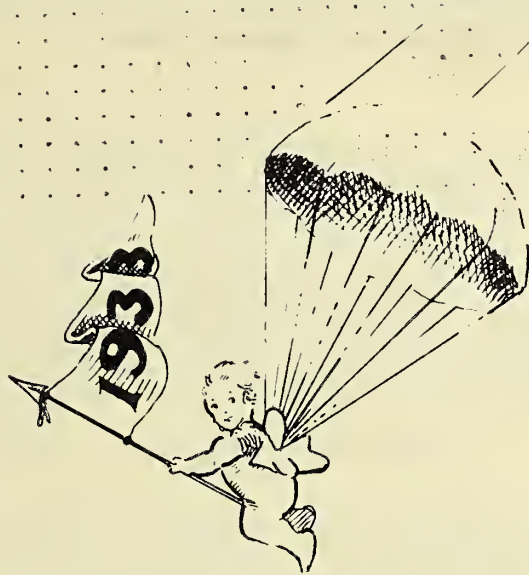
The News Letter would like to hear oftener from the Philippines, Crissy Field, Langley Field, Scott Field, Fort Sill and last, but not least, Barksdale Field, Shreveport, La.



# THE AIR CORPS

# News

# Letter



ISSUED BY THE  
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WAR DEPARTMENT  
WASHINGTON, D. C.

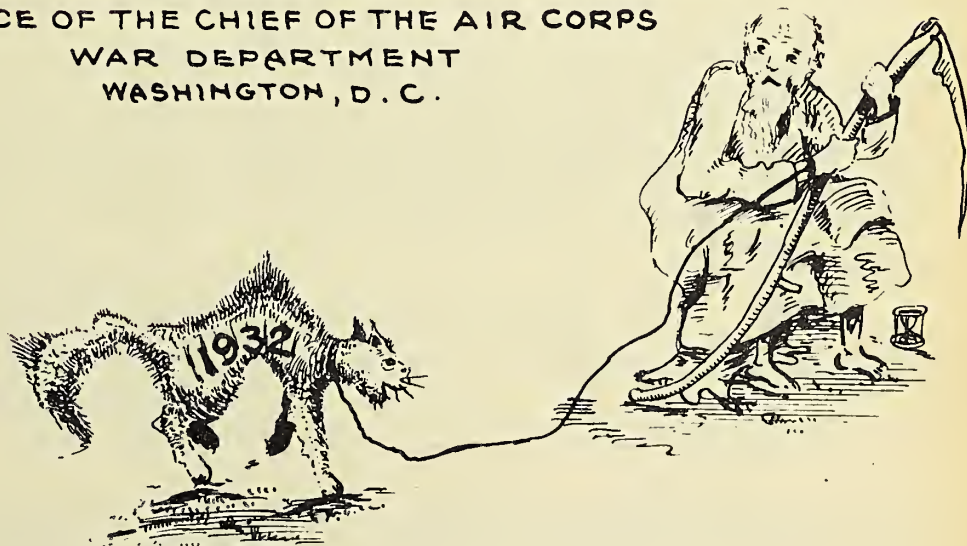


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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

Publishers are authorized to reprint material appearing herein, except that portion of the News Letter beginning with Notes from Air Corps Fields.

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### THE AIR CORPS FOR 1932

On June 30, 1932, the fifth year's operation of the Air Corps Five Year Development program came to a close, with certain noticeable shortages in the consummation of the original provisions of the program. On that date there was a shortage of 396 officers (pilots) with little hope that the shortage will be materially alleviated during 1933. The entire Army is practically up to its authorized officer-strength and there are no vacancies which the War Department could allot to the Air Corps for the latter to fill by commissioning as permanent officers those men who completed the prescribed flying course at Randolph and Kelly Fields as Flying Cadets and who were, and still are, second lieutenants in the Air Corps Reserve. Experienced officers of other branches are not transferring into the Air Corps and its only incoming personnel are the West Point graduates who desire an Air Corps career and are also able to complete the prescribed one year's course of flying which is a prerequisite to being commissioned in the Air Corps. Fine as these young officers are, they are hardly more than sufficient, in number, to compensate for losses among the other Air Corps officers due to death, retirement and resignation. On the experience of the last several years there appears no chance for the Air Corps to reach its authorized strength of flying officers for many years to come.

A shortage of enlisted men also exists, although not such an acute one. As this is written complete reports from Hawaii and the Philippines have not yet been consolidated. The last complete report, as of October 31, 1932, reads as follows for actual strength:

Regular Air Corps Officers - 1293 plus 77 officers detailed to Air Corps to undergo flying training.

Reserve officers on extended active duty - 303.

Warrant Officers - 27

Enlisted Men - 12,903 plus 301 Flying Cadets.

Changes were experienced early in the year in the directing heads of the Air Corps, Major-General James E. Fechet, retired as Chief of the Air Corps and was succeeded by Brigadier-General Benjamin D. Foulois, who had been Assistant Chief of the Air Corps and who was promoted to Major General, the rank commensurate with his new position. Lieutenant-Colonel Oscar Westover who had been Chief of The Air Corps sub-section at the Command and General Staff School at Fort Leavenworth, Kansas, was appointed to fill the vacancy caused by General Foulois' promotion and is now Brigadier-General Westover, on duty in the Office, Chief of the Air Corps. The two existing Assistant Chiefs of Air Corps at the time, Brigadier-General Henry C. Pratt as Chief of the Materiel Division at Wright Field, Ohio, and Brigadier-General Charles H. Danforth in command of the Air Corps Training Center at Randolph Field, remained in charge of their activities.

Our Air Corps consists of the following larger units:-

Continental United States -

#### West Coast

March Field, Riverside, Calif. - 1st Bombardment Wing, consisting of 7th Bombardment Group, of 9th, 11th and 31st Bombardment Squadrons and 70th Service Squadron and 17th Pursuit Group of 34th, 73d and 95th Pursuit Squadrons and 64th Service Squadron.

Rockwell Field, San Diego, Calif. - 19th Bombardment Group, consisting of 30th 32d Bombardment squadrons. 91st Observation Squadron at Crissy Field, San Francisco, Calif.

#### South

Primary and Advanced Flying Schools at Randolph and Kelly Fields, respectively, near San Antonio, Texas.

Barksdale Field, Shreveport, La. - 20th Pursuit Group of 55th and 77th Pursuit and 71st Service Squadrons. This group vacated Mather Field, Calif., on October 15th and removed to new station at Barksdale Field which is to be the home of the 3d Attack Wing, consisting of 20th Pursuit Group and 3d Attack Group, now at Fort Crockett, Galveston, Texas, of 8th, 13th and 90th Attack, and 60th Service Squadrons and Headquarters, 3d Attack Wing.

Air Corps Tactical School at Maxwell Field, Montgomery, Ala. 12th Observation Group of 12th, 22nd and 88th Observation and 62nd Service Squadron at Brooks Field, Texas.

#### Central and North

Selfridge Field, Mt. Clemens, Mich. - 1st Pursuit Group of 17th, 27th and 94th Pursuit and 57th Service Squadrons.

Air Corps Technical School at Chanute Field, Rantoul, Ill.

21st Airship Group at Scott Field, Ill.

Air Corps Engineering School at Wright Field, Dayton, Ohio, which is also the home of the Air Corps Materiel Division.

15th Observation Squadron at Scott Field, Ill.

16th Observation Squadron divided into flights with a flight each at various fields also in South and East.

#### East

Langley Field, Va. - 2nd Bombardment Wing, consisting of 2nd Bombardment Group of 20th, 49th and 96th Bombardment and 59th Service Squadrons, and 8th Pursuit Group of 33rd, 35th and 36th Pursuit and 58th Service Squadrons.

9th Observation Group of 1st, 5th, 99th Observation, and 61st Service Squadron at Mitchel Field, L.I., N.Y.

Also 19 National Guard Observation Squadrons in the following States: Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Ohio, Indiana, Illinois, Tennessee, Alabama, Minnesota, Colorado, Washington, California, Texas, Arkansas, Missouri and Michigan.

### Possessions:

Panama - 1 Composite Wing, consisting of 2 observation, 2 pursuit, 1 bombardment and 2 service squadrons, organized into a composite group and a pursuit group.

Hawaii - 1 composite wing, consisting of the 5th Composite Group of 2 observation and 1 service squadron, and the 18th Pursuit Group, of 2 pursuit, 1 attack and 1 service squadron.

Philippines - 1 Composite Group, of 1 observation, 1 bombardment, 1 pursuit and 1 service squadron.

Five additional pursuit squadrons are yet to be organized if the provisions of the 5-year development program are carried out.

On June 30, 1932, the close of the fiscal year, there were on hand for the Regular Army, National Guard and Organized Reserves a total of 1729 airplanes, exclusive of experimental and service test airplanes, obsolete types and those awaiting survey as no longer capable of being repaired. Approximately 210 of all types were temporarily unserviceable on that date, either undergoing major repairs or overhaul at the depots. Considering only those airplanes which are serviceable, that is, those available for full use in tactical units or for training, the actual airplane strength was only 1509 with 70 additional which had been contracted for but not yet been delivered. In other words there was a shortage of 221 of the 1800 serviceable airplanes which were the goal of the five-year program. The National Guard was up to its authorized airplane strength, therefore, this shortage existed in the airplane strength of the Regular Army and Reserves.

Few contracts have been consummated for the current fiscal year as yet, but several new models, described below, which have been lately received and which have been given experimental and service tests to determine their suitability have given such promise that purchase of larger lots from existing appropriations will give the Air Corps a quality of equipment that was un hoped for a year ago. Many of these airplanes will be in use in the late Spring and the beginning of the next fiscal year should see most of them used by the various tactical squadrons, with some squadrons completely equipped with new models.

Pursuit aviation is progressing in the development of its tactics to keep pace with recent advance in bombardment speeds. In June the 8th Pursuit Group was organized at Langley Field, Va., making an active organization of the 2nd Bombardment Wing which consists of the 8th Group and the 2nd Bombardment Group. On October 15th the 20th Pursuit Group removed from Mather Field, Sacramento, Calif., and moved to Barksdale Field, Shreveport, La. This group will get one of the five pursuit squadrons which it is hoped to organize in the future. Mather Field reverted to an inactive status.

Standard models of pursuit planes now are Boeing P-12E, (most pursuit units are equipped with P-12's, P-12E's, O's, D's or E's) a single seater biplane with P.W. 525 air-cooled radial engine; Curtiss P-6E, (the equipment of 1 squadron of the 1st Pursuit Group and one in the 8th Group) a Curtiss Hawk single seater biplane with Curtiss Conqueror 600 H.P. Prestone-cooled V type engine. The above are single seaters. The 94th Squadron at Selfridge Field, Michigan, are service-testing the Berliner-Joyce P-16, a two-seater gull-wing biplane with prestone-cooled "Conqueror" engine to determine the tactical value of this two-seater. A six-ship formation of these airplanes made a forced flight from Selfridge Field to Rockwell Field, San Diego, Calif., on September 16th and returned several days later after a lay-over at Rockwell Field. Several stops were made for fuel and inspection and after each take-off the five junior pilots in the flight alternated in taking the lead; a valuable practice in flight leadership over strange terrain. The distance out, through refueling stops, of 2150 miles was made in 15 hours flying time.

Another two-seater pursuit model, the Consolidated P-25, an all-metal low-wing monoplane with retractable landing gear and powered with a prestone-cooled Conqueror, with a tunnel type radiator, was received on December 11th at the Materiel Division to undergo the routine experimental tests.

The low-wing monoplane trend is evidenced in the Boeing P-26 (formerly known as the XP-936), a small number of which are now undergoing service tests in the squadrons and the Curtiss XP-934, which was received November 10th at the Materiel Division for its experimental tests. The P-26 is powered with a P.W. "Wasp", much the same as in the P-12E, and the XP-934, equipped with slots and flaps for low landing speeds, has a prestone-cooled "Conqueror" in its nose.

During the past year, training in observation squadrons reached a higher standard than ever before, so far as the training of the observation crew of pilot and observer was concerned; due to a well rounded system of training. A shortage of flying hours, however, prevented many missions which required the services of a squadron or a group, and thus handicapped efforts at unit training.

Standard models of observation aircraft are:

Thomas-Morse O-19E, light biplane with P.W. "Wasp" engine.

Douglas O-25C, Douglas series with prestone-cooled "Conqueror" engine.

Douglas O-38B, with P.W. "Hornet" of 525 H.P.

Curtiss O-39, Falcon which with wheel pants and prestone-cooled "Conqueror" has a high speed of 173 M.P.H.

Observation aviation has a comparatively large number of satisfactory models, and the air service, or "eyes of the Army" is in better shape than the air force (bombardment, pursuit and observation) units. In addition to the above models, two new ones have made their appearance.

They are the Douglas O-31, a gull-wing monoplane with prestone-cooled "Conqueror" and capable of being equipped with the new double-row radial engine; and the Curtiss O-40, which is being tried out in two styles. One is a sesquiplane, the other as a monoplane with slots and flaps. The O-40 is equipped with the SR-1830 Wright "Cyclone" engine and has retractable landing gear. Late models of the O-31 have cantilever landing gears and larger rear cockpits than first O-31 models of late 1931.

These new models have boosted the high speed of observation aircraft to close to the 200 M.P.H. mark.

Our long range reconnaissance airplanes are the General Aviation O-27 with two "Conqueror" engines and the gull-winged Douglas O-35, which is similarly powered.

In attack aviation, the Curtiss A-8 is now being service tested. This is low-wing monoplane, with slots and flaps, powered with a 600 H.P. "Conqueror" and carrying pilot, gunner, 6 machine guns and 20 small bombs. It is expected that other manufacturers will submit

attack models for test in the near future.

In bombardment aviation, training in group and squadron formations has continued to develop greater flexibility. The 2nd Bombardment Group at Langley Field, Virginia, are experimenting with types of formations which allow the best defense against air attack by hostile pursuit and at the same time have offensive value and leave no opening for air attack while the bombers are deploying for their bomb-dropping runs.

The performance of Army aircraft has kept abreast of those used by other leading powers. Numerically, however, in personnel and numbers of tactical airplanes, the air force component of our Air Corps put us in fourth place in the air forces of the world as of June 30, 1932. No comparative figures are available as of the end of the calendar year 1932, for which this article is written.

Service tests, where certain new models are operated in the daily routine of the tactical squadrons, as well as prior experimental tests, have shown us that high speed airplanes have proven the necessity for improved streamlining of the fuselage and the 1932 tendency is toward this objective for all types of military aircraft. New data on the relative merits of streamlined wheels and retractable landing gear are on hand and have been incorporated into the Air Corps instructions to the contractors furnishing it with equipment; together with standards and criteria resulting from more careful analyses of airplane structures which have been required by increasing speeds and their resultant high stresses.

Alloy propellers and two types of those with controllable pitch, are being service-tested in small quantities. Magnesium alloys are being tested with the object of utilizing the large savings in weight made possible by this metal. Welded aluminum alloys are also being tested. The subject of the reduction of propeller noises is treated in the current issue of the Air Corps News Letter.

Structural research is being directed toward wing design, with stress analysis and design having been completed this past year for an all-spot welded, corrosion resistant steel wing of the stress-covering, single-web, cantilever type. Wing radiators were included in the type of wing studied.

The TC-13 dirigible, now under construction for the Air Corps will use two geared air-cooled engines. The five-fin control surface arrangement is expected to improve ground clearances, low speed control and surface stability at high speeds. It is equipped with an observation car that may be lowered 1500 feet below the airship for special forms of observation. The TC-13 is also expected to have an endurance, at the cruising speed of 52.6 M.P.H. of 35 hours, or a hovering speed of 25 M.P.H. for 100 hours.

Power plant developments tended toward the improvement in performance of service engines and accessories. Tests included carburetion, cooling systems, fuels, lubricants, spark plugs, radio shielded ignition, magneto and battery ignition, pressure indicators, silencers and superchargers.

A new laboratory was completed wherein conditions of cold winter and rarified air, high altitude flying may be simulated, thus enabling Air Corps engineers to test engines in the laboratory at 55° below zero Fahrenheit and with rarified air such as exists at 30,000 feet above sea level.

Lubricating oil tests, completed in 1932, resulted in a drastic change in specifications, the new oils showing marked improvements in conditions of the engines after extended periods of research. The Air Corps is entering upon a fairly large scale test program of oils produced by the aluminum chloride synthesis.

In the field of aerial navigation, definite progress has been made, through extensive research and experiments in application of the radio to fog flying and blind landings. The result was a demonstration at Patterson Field, Ohio, in May, 1932 by Capt. Albert F. Hegenberger of a complete blind solo flight, including blind take-off, 10 minutes or more of maneuvering and blind landing, without carrying a look-out or check pilot in the rear seat. Blind flying is part of the routine training of all Air Corps fields.

Earlier in the year, in January, Captain A.W. Stevens, flying at 23,000 feet altitude obtained a picture of Mt. Shasta, California, from a distance of 331.2 miles. This is the longest range photograph ever obtained and covers the greatest amount of the earth's surface (7200 square miles) ever encompassed by a single photographic exposure. Captain Stevens also obtained the high altitude photograph, to date, from 39,150 feet, taking in territory near Rushville, Indiana.

Achievements in gunnery and bombing have also been noteworthy. At the aerial machine gun and bombing matches of 1932 at Langley Field, Virginia, in September, the high score in each of the four events exceeded the high score of previous years, with winning scores as follows: Pursuit Pilots' Match - Lieut. W.C. Morse scored 1014 with a 1750 possible. Observation and Attack Pilots' Match - Lieut. C.G. Goodrich scored 962 with a 1750 possible. Observers' Match - Lieut. P.D. Jacques scored 1024 with a 1940 possible. Bombers' Match - (Lieut. Wm. B. Offutt, Pilot) Scored 1932 with a 2000 possible. (Lieut. J.J. Ladd, Bomber)

The high bombing score represents the expert's accomplishment, but the bombing average of the Air Corps is not far below this high score. All 43 officers of the 7th Bombardment Group at March Field, California, made their "expert" rating and the average score for the group was 1822, or 91% of the perfect score.

No announcement can be made as yet of the winner of the Mackay Trophy for the most meritorious flight for 1932. It will be recalled that the Trophy was awarded in 1932 for the most meritorious flight of the previous year, to Benjamin D. Foulois, then Brigadier-General and Assistant Chief of the Air Corps for his flight leadership of the 1st Provisional Air Division of 572 airplanes in its flight through the Northeast part of the country.

The Cheney Award for heroism in a humanitarian interest is yet to be made for 1932. It was presented this year for two acts of the previous year, to Lieutenant Robert D. Moor, (posthumously) for sacrificing his life to save his passenger in a disabled airplane, and to Private John B. Smith for rescuing an officer from a wrecked and burning airplane.

The opportunity for cooperative training with the Navy was taken advantage of and the Army Air Corps played a prominent part in the joint Army and Navy maneuvers at Hawaii

The aerial photographic sections of the Air Corps also cooperated with the various government departments and over 40,000 square miles of territory were photographed for non-military mapping purposes. This work was done for the new military activities of the War Department and for the Geological Survey, Coast and Geodetic Survey, Department of Agriculture, Department of Justice and others. The work included aerial mosaics, such as are

required for topographic mapping, flood control, highway planning, settlement of boundary disputes, etc.

Contrary to the general opinion that Army airplanes drop only death and destruction, the 11th Bombardment Squadron of March Field, California, last January at the request of the Indian Bureau, dropped 15 tons of foodstuffs to 2000 stormbound and starving Navajo Indians in northern Arizona.

Other achievements, worthy of mention but not yet officially recognized will probably be recorded for 1932, at some later date, but the above is a brief description of the record of the work of the Air Corps for 1932.

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#### GUNNERY AND HIGH ALTITUDE FLIGHTS BY 19TH PURSUIT SQUADRON

Gunnery season has just passed, and without a doubt was the most successful in many years. The writer personally believes this Squadron has established a record throughout the Air Corps. Lieutenant Burns won the honors for the highest score, with a total of 1360 points, while the squadron registered 1094.35 for an average.

Six ships including P-12-B's and P-12-C's have been equipped with the latest oxygen paraphernalia. Participation in high altitude missions has been going on for several days. The highest altitude reached was 28,000 feet, with maneuvers being conducted around 20,000 to 25,000 feet. The biggest objection to these flights is the excessive cold, but everyone seems to get a charge out of it. May be its the oxygen. The 19th is at Wheeler Field, Hawaii.

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#### 26TH ATTACK SQUADRON WINS WICHMAN TROPHY

On November 10th the personnel of the 26th Attack Squadron threw out their chests, and with faces beaming with pride watched the review given in their honor by the 18th Composite Wing as a reward for winning the H.F. Wichman Trophy. This trophy, a large handsome loving cup was obtained through Mr. John A. Hamilton, representing the Honolulu Chamber of Commerce, to be awarded to the Air Corps Squadron in Hawaii with the best flying record in flying hours, number of airplanes in commission, fewest forced landings, degree of completion of training schedule, and other factors. In winning this trophy the 26th Attack Squadron completed 2,751 hours of flying, an average of 250 hours per plane, without a forced landing. It not only completed its training schedule but continued 14 percent beyond the schedule required.

The trophy was presented by Lieut.-Colonel Gerald C. Brant, Wing Commander, to Lieutenant Leonard H. Rodieck, commanding the 26th Squadron. In presenting the cup Col Brant said, in part: "Through the efforts of Mr. John A. Hamilton, President of the Honolulu Chamber of Commerce, and Mr. Merle Johnson, the jewelry firm of H.F. Wichman was prevailed upon to donate an appropriate trophy to be awarded each year for the Air Corps organization maintaining the highest degree of efficiency throughout the training year. With the earnest cooperation and enthusiasm of these fine air-minded citizens, this beautiful trophy has been made possible.

In reaching a decision as to which squadron has attained the highest efficiency and therefore is entitled to this trophy, much time and computation was involved. With so little relative difference in the efficiency of these squadrons, it was hard to determine the rightful winner. Considering all conditions and phases of the work undertaken, the equipment used and the results obtained, together with a total lack of forced landings, it was decided that the 26th Attack Squadron was the squadron to be honored. Lieutenant Rodieck, it is with the utmost pleasure that I award you this cup, the H.F. Wichman Trophy, for the highest efficiency obtained by any Air Corps unit in the Hawaiian Department for the training year of 1932. You, your officers and men, are to be individually congratulated for their work in helping win this trophy. The work performed is indicative of a high state of training, morale and teamwork within your organization. I know that these conditions will continue to exist and that next year you will be a strong defender for further possession of this coveted trophy.

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#### THE NEW BOLLING FIELD

The work on the new Bolling Field construction project is making excellent progress. The installation of an underground, high-tension line by the Harrison-Wright Company and the Arundel Contract, for grading a portion of the new landing field, measuring 6400 feet by 1000 feet, have both been completed. The Air Corps Barracks is nearly ready to be turned over to the Constructing Quartermaster by the M.H. Sobel Company.

The following contracts are at present under construction: 11 double N.C.O. quarters; 11 company and 2 field officers' quarters; 1 fire and guard station; 1 A.C. warehouse; 1 Q.M. warehouse; 1 Q.M. maintenance building; A combined Post Exchange, Gymnasium and theatre; A Central heating system.

The Constructing Quartermaster has advertised for the construction of a dispensary and an incinerator, and specifications for sewers, water and gas are now being written by that office. This part of the work will soon be under way.

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Staff Sergeant Talmage Langston of Bolling Field, has been awarded the Order of the Purple Heart for wound received in action at St. Mihiel during the World War.

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Balloon Companies of the Air Service, A.E.F., at the Front numbered 23; at the time of the signing of the Armistice. The First and Second Balloon Companies were assigned to the Front on April 15, 1918. Three companies took part in the Chateau Thierry counter-offensive; they lost 8 balloons from attacks by enemy pursuit aviation; 1 balloon was damaged by shell fire and 12 of our balloon observers were forced to "bail out" and descend via parachute during these operations around Chateau Thierry.

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## PROBLEM OF AIRPLANE NOISE REDUCTION STUDIED AT MATERIEL DIVISION

By Major F. H. Coleman, Air Corps.



HERE are probably no wholly unfavorable features in the aeronautical scheme which have not in the past decade yielded in some portion to the refinements of development, with the exception of the noises produced by the airplane in operation. That these noises have always been an undesirable characteristic, both from the point of view of the passenger traveling over a commercial airways and from the military point of view, goes undisputed. To the passenger they are wearisome and nerve-trying. From the military standpoint they are far more dangerous. They apprise the ground enemy of the approach of the military airplane from a great distance, thus rendering the principle of surprise more difficult of achievement if not totally impossible.

Attempts to solve the noise problem have been made in many countries, both for military and commercial airplanes. Marked progress, however, has not been achieved, nor is the outlook for complete solution altogether promising. A little over a year ago, the Materiel Division definitely took a hand in the work, and investigations have progressed to the point where it may be said that the sources of noise are understood and efforts to subdue them have reached practical limits, with the result that single-engined airplanes equipped with noise reducing equipment are not heard on the ground when flying at an altitude of 8,000 feet. This altitude will, of course, vary with the atmospheric conditions and the degree to which knowledge of sound reduction is applied to the airplane.

The principal sources of noise, in order of importance, are: the propeller, the exhausts, engine clatter, and whistling wires. The noise energy of any one of these is so great that even large reductions in that energy result in only what appear to be small reductions in the noise heard. This statement will become clearer if the relation between the heard noise and the energy required to produce this noise be very briefly discussed.

In discussing just plain noise such as that given off by an airplane, boiler factory, or subway train, we are not interested in quality, harmony and such characteristics, but rather in the quantity, or loudness of noise. The first thing we need, therefore, is a unit of measurement by means of which we can express the loudness of any particular noise. This unit to be readily understood should be such that we could refer to a noise of, for instance, 40 units as being twice as loud as a noise of 20 units. Such a unit has been devised and is called the "decibel," in honor of Dr. Graham Bell. These units are such that the noise of an ordinary conversation is a matter of 35 or 40 decibels, that of a Pullman smoking room about 65, that of a subway train about 85, and that of an ordinary military airplane about 110. A noise of about 135 decibels is painful and further increases produce in the ear more pain rather than a sense of more noise. Next we, of course, must be able to measure the loudness of any particular noise. This can be done only by measuring the energy represented by the noise. The fact that noise represents the display of energy is rendered clear by noting the vibration of walls, windowpanes, cans, and such diaphragms during the production of loud noises. Instruments involving microphones and vacuum tubes are now available for measuring this energy and are calibrated to read directly in "decibels." However, if we have an airplane producing a hundred decibels of noise and we place another airplane of the same kind beside the first we might naturally expect 200 decibels of noise. If, instead, our instrument shows only 103 decibels, we may wonder what is the matter. Therefore, to proceed understandingly, we must know the relation between the unit of loudness (the decibel) and the energy required to produce it because, after all, it is the noise energy that we must really reduce if we are to secure a reduction in the noise. This relation is a logarithmic one and has been found to be represented with fair accurateness by the expression that the number of decibels in a given noise is equal to ten times the logarithm of the ratio of the energy producing the noise to the energy required to produce a noise that would be barely audible. For example, the pressure required to produce a barely audible sound may be taken to be 1 dyne per square centimeter. If we have a noise, the noise pressure of which is 100 dynes per square centimeter, the heard noise is said to be 20 decibels, or 10 times the logarithm of 100 divided by one.

Similarly, the noise of an ordinary airplane as heard at a distance of 80 feet may be said to be 100 decibels. This would correspond to a noise pressure of 10,000,000,000 dynes per square centimeter. To reduce this 100 decibels down even to 90 decibels, which is still a great noise, we must reduce the noise energy down to 1,000,000,000 dynes per square centimeter, or a reduction of 90 per cent of the original noise energy. Hence it is quite clear that tremendous reductions in noise energy must be made to secure quite immaterial reductions in heard noise. In reducing this 100 decibels of noise energy by 99 per cent, we would still have a heard noise of 80 decibels, and, similarly, with a 99.9 per cent reduction, we would still have 70 decibels. This is still a considerable amount of noise, but the reduction is as great as has been achieved even in cabin planes where sound proofing of the walls may be resorted to. A further illustration is that of two engines of the same kind running side by side and giving out a total noise of 100 decibels. If one of these were shut off completely, a noise of 97 decibels would still remain.

From the above explanation it might seem that reductions in decibels are so small compared to the reductions in noise energy required that results are not worth the effort. But it must be remembered that even though these small reductions are not sufficient to decrease materially the discomfort of passengers of aircraft, they are of great value for military purposes, due to the fact that noise energy varies inversely as the square of the distance from the noise source. That is, if a sound that could be heard ten miles away were reduced by 6 decibels, it would be heard only five miles away. For this reason any reduction whatever, even of a few decibels, is valuable from a military standpoint.

The efforts of the Materiel Division to date have been restricted to the reduction of the noises produced by the propeller and exhaust as these form the predominant sources of noise energy. The noises produced by wires and engine clatter are negligible in comparison. Regarding the propeller, it has been established that the tip speed is the controlling noise factor, although the thickness, width, and pitch of blades are contributing elements. Therefore, it would appear that when a propeller with the widest, thinnest blade turning at the minimum practicable tip speed is employed, the ultimate has been achieved in propeller noise reduction.

Exhaust silencing has been the subject of constant experimentation for the past 30 years, and thousands of different ideas embodied in exhaust mufflers are to be found among commercial products of today. Effective mufflers must in general be bulky and heavy, two very undesirable qualifications when used in connection with an airplane. The conventional automobile muffler

is effective, but one of the same type to be made equally effective for a 500-h.p. aircraft engine would be in size of the nature of a 25-gallon barrel. For the airplane, a successful muffler must have practicable dimensions, similar to the ordinary exhaust pipe, with only reasonable increases in diameter and length. Various commercial concerns skilled in the art of muffler design cooperated with the Materiel Division in an effort to produce a successful muffler, and their products were tried out. The commercial design referred to and that of the Materiel Division are both cylindrical in exterior shape, the latter being of much smaller diameter and shorter length than the commercial design.

The principles that appear to determine the extent to which exhausts can be silenced are back-pressure, noise-absorption, interference, cooling, and tortuous passages. These have all been applied to aircraft mufflers but with indifferent success. Complete interference is impracticable due to complexity of emitted sound, arrangement of cylinders, and the necessarily cumbersome nature of design. Absorption is impracticable because of size, weight, and excessive heat. Cooling is impracticable due to size and weight of equipment. This leaves only the back-pressure principle, with some slight assistance from limited interference and tortuous passages remaining.

Of course, if exhausts could be completely closed, there would be no sound at all. This being impossible, it is a question how nearly they can be closed with impunity. The Division's present design gives a back pressure of five inches of mercury at cruising speed. Investigation has shown this is not excessive. However, for speeds to be used in silent flight this muffler gives only 2 inches of mercury. For use in higher speeds a cutout is provided, noise being unimportant in such cases. In this way the noise produced at the instant of the opening of the exhaust valve is suppressed. These cylinder discharges, however, also produce noise at the exit of the exhaust manifold. This noise can be interfered with by providing in the silencer a buffer chamber of suitable dimensions and by the use of tortuous passages. These features are also incorporated in the Division design.

According to conservative estimate, the efforts of the Materiel Division have resulted in a sound reduction of 20 decibels, or the elimination of 99 percent of the total sound energy of the airplane in operation. That is, if airplanes such as the P-6E, O-1, A-8 and O-13 should have applied to them all the noise reducing remedies that the Materiel Division investigation has disclosed, the airplane noise at cruising speed would be 20 decibels less after application of the remedies than before. This reduction, it must be remembered, is secured by reducing noise energy at its source and has nothing to do with noise reduction obtained by the insulation of airplane cabin walls with sound absorption materials.

While it would seem at present that the only completely silent airplanes ever to be achieved will be those on the ground with engines shut off, and that the results outlined above have reached approximate limits of practicability, nevertheless efforts are still in progress, especially those pertaining to the reduction of the tip speeds of propellers by means of controllable pitch blades. That this is a fruitful field of endeavor may be visualized from the example in which a BT-2 type airplane equipped with a controllable pitch propeller can be flown with the same throttle setting and approximately the same air speed at r.p.m.'s ranging from 1100 to 2000 by merely changing the pitch of the propeller blades. Reduction of propeller noise may be conservatively estimated at two decibels per 100 r.p.m.

It is anticipated that the reduction of useless, unwholesome noises is a subject that will receive ever increasing attention of Engineers not only in the field of aeronautics but in every line of human endeavor.

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#### PURSUITERS FIND IT DIFFICULT TO CARRY OUT NIGHT MISSIONS

Unforeseen and unprecedented poor weather caused the three tactical squadrons of Selfridge Field, Mich., to experience some difficult flying in attempting to carry out formation night flying missions on the evening of December 8th. The three Squadrons (17th, 27th and 94th) as part of the 1st Pursuit Group training program, were to fly to three different cities in the afternoon, and then return in formation after dark to Selfridge Field. When the squadrons took off on this mission the weather seemed excellent, but fog and snow closed in along the routes of all the squadrons and forced them to change their plans.

The 17th found conditions getting poor near Battle Creek, the objective of their outbound trip. Since the visibility seemed to be getting worse, Lieut. McCormick, leader of the squadron, did not land at Battle Creek but returned immediately to Selfridge, where the squadron landed just after dark. The two other squadrons went to more distant points on their missions, the weather closing behind them in such a manner as to prevent their getting back to Selfridge that night. The 27th arrived at Dayton and started back to Selfridge but ran into fog and snow near Toledo, Ohio, landed at the airport there and stayed overnight. The 94th went to Chicago, but the weather turned bad before they started back, so they stayed overnight in the Windy City. Lieut. Adams, one of the 94th pilots, was forced down enroute at the airport at Gary, Indiana. Lieut. Muffat landed with him to render assistance.

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#### AERIAL DELIVERY UNIT DEVELOPED

The development of an inexpensive aerial delivery unit has been completed at the Materiel Division. This aerial delivery unit is designated as Type A-3. Experimental drop tests were conducted with this type unit, which is composed of a salvaged 24-foot service parachute canopy attached to a cylindrical-shaped bag of duck fabric in which is stowed a five-gallon commercial milk can in a separate compartment.

The complete unit is carried in and released from the wing bomb racks by means of a static line attached to the apex of the container.

Service tests were waived of this type equipment as its operation and function are identical to the previous Type A-1, except that it is of a simplified and less expensive design.



EMERGING from his seat and moving away from the fuselage of a plane which had overturned during a forced landing, Private A.M. Farley, passenger, noticed to his horror that the ship was on fire. He rushed to the aid of the imprisoned pilot and, by dint of vigorous hauling and pulling, succeeded in extricating him from the cockpit. He got out just in time, for as soon as they had run a hundred feet from the ship the gasoline tank ignited and the ship became a mass of flames. The fire completely destroyed the airplane, and was so intense that it burnt the crankcase through in one place and melted all the aluminum fittings on the engine.

According to the News Letter Correspondent, this thrilling escape from death of the pilot and passenger occurred on December 6th, during the course of a flight near Selfridge Field, Mich. Lieut. William H. Dum, Air Reserve, was piloting a Berliner-Joyce P-16 Pursuit plane, with Private A.M. Farley as passenger, when the motor of the ship started missing badly and they were forced to land. The only available field for the emergency landing was very small and rough, and very shortly after Lieut. Dum had put his ship into the field, by skimming some trees and ducking under a high tension line, the ship struck a large bump and went over on its back violently. The top of the ship hit the ground so hard that it bent the headrest of the rear cockpit (the gunner in a P-16 faces to the rear, with his back to the pilot) over on top of the pilot's cockpit.

An investigation is being conducted into the cause of the engine failure and the cause of the fire. Evidence points to a "frozen" cam shaft as the immediate cause of the engine failure, though as yet nothing has been discovered as to the reason for the cam shaft stoppage. Either the oil line became clogged or the shaft became scored during a dive and heated beyond the safety point. The fire is believed to have started in the air by a backfire caused by the right cam shaft holding an intake valve in the right bank open after the shaft had "frozen."

Though the accident ended disastrously for one B/J P-16, Lieut. Dum and Private Farley are being congratulated for a happy landing.

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#### AIR CORPS FLIES GASTRONOMIC RESCUE MISSION

Almost a year ago the personnel of the 25th Bombardment Squadron at France Field read the thrilling account of the 11th Bombardment Squadron, commanded by Lieut. Charles Howard, at March Field, Calif., dropping tons of food stuffs to the storm-bound and starving Navajo Indians in Northern Arizona. The hearts of the bombers in the Panama Canal Zone squadron thrilled at the humanitarian feat of their brother outfit on the West Coast, then felt envy. A pony, a complete howitzer battery, numerous sick and wounded gentry and other strange cargoes had been transported by the 25th squadron to or from various parts of the Isthmus, but the squadron hoped for the presence, somewhere, sometime, of some hungry tribe that they could feed by dropping food to them from the air. Then came their chance.

At 8:00 A.M., November 30, 1932, the 25th Bombardment Squadron received about 800 pounds of food in cans and bulk to deliver to the Fort Davis Rest Camp at the mouth of the Chagres River, opposite Fort Lorenzo. Due to the previous heavy rains in the vicinity of Gatun Lake, the gates at the spillway had been open for several days, making the Chagres River un navigable. For this reason the men at the camp could not be provided with supplies.

All types of supplies were delivered - hams, sausage, pork, flour, sugar, beans, butter, bread, potatoes and a great variety of canned goods.

Containers were obtained from the Coast Artillery Corps in the form of the "Cartridge Storage Case, Model 1901, for 12 "Rifles". These cans are corrugated galvanized iron with lids, cylindrical in shape, over-all dimension 15' diameter x 23' in height, with carrying handles. All containers were lined with packing felt and heavy paper.

The containers were adapted to be hung on the B-3A's standard internal bomb rack by fastening the MK IV Belly Band Adapter for 100-pound bombs to the containers with steel baling strap. This was accomplished by simply twisting the ends of the strap, after passing over the belly band, around the part about the container and pounding it flat. The lids were fastened on with galvanized iron wire. The containers were then fitted with bomb shackles and hung on the racks. The cans were small enough so that all six stations in the bomb racks were utilized. The releasing was accomplished by a bomber in the usual manner of dropping bombs.

A total of sixteen containers were loaded and dropped. Due to the location of the dropping ground selected a minimum altitude of approximately 100 feet had to be maintained. All containers and supplies were received in good condition with the exception of one which failed to release at the proper time due to the handle of the container catching a part of the bomb rack.

It is believed that the ease with which these containers can be adapted to the racks of bombers, the ease of handling and releasing and the good condition of the supplies received makes this method of dropping food a very desirable one. (But no eggs!)

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#### DAY AND NIGHT BOBING IN THE CARIBBEAN SEA

On December 13, 1932, the 25th Bombardment Squadron had an opportunity to do some live bombing when the Commanding Officer of Fort Sherman requested the help of the Air Corps in disposing of a steel barge 40 x 120 feet, which had been useless for some time. The barge was towed four miles to sea and turned adrift to await the attack of the bombers. The first attack was made at 5,000 feet by six B-30's flying in close formation, each armed with three 100-pound demolition bombs. The 100-pound size is the lightest of the demolition type bombs. The bomber in the lead plane only used a bomb sight - each of the other bombers released when they saw the bomb fall from the lead plane. The lead plane used one of its bombs as a sighting shot - none of the other planes dropping any of theirs. On the next pass over the target each plane dropped one bomb with the leader which resulted in the center of impact of the pattern being about 100 feet to the left of the barge, with the range, "on target". On the next pass the leader dropped his remaining bomb and the other planes all released two. The center of impact of this pattern was on the left half of the barge and at least four of the eleven bombs being hits. Within two minutes the barge up-ended and sank, but a wooden flooring which had been built on it was loosened and floated away. Upon inspection by the Captain of the tug which had stood by, it was decided the flooring was a menace to navigation and orders were received to break it up by further bombing. Three planes were then loaded with three 300-pounders each

and a new attack begun. This attack was started twenty minutes after the sun had set and with the low visibility of the half covered flooring awash and scattered, low clouds, approaches were difficult and last minute connections for deflection hampered the accuracy of the bombing, somewhat. Three attacks were made with each plane releasing one bomb at a pass. The range was correct in each case and the deflections in each run were lessened until at the third run the bombs dropped 30 feet to one side, which is about the theoretical distance from the hull of a ship at which bombs give their best effect, as the water acts as a tamper and throws the maximum blow against the hull under water. On the last run, two of the bombs were dropped dead, but the total damage caused by all the bombs broke up the flooring sufficiently that the tug captain decided that it was no longer a menace to navigation.

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#### DROPPING A HOUSE FROM A BOMBER

When Mr. Judd, Chief Forester of the Territory of Hawaii, decided not long ago to build an overnight camp in the Kaipapau Forest Reserve on Oahu for the use of forest rangers he was confronted by the prospect of the arduous labor required to take the materials to the chosen site. It was not an elaborate structure that he planned, only a little one room hut with a lean-to, to be built of logs and roofed with sheet iron. Altogether, the materials required weighed only 1,200 pounds or so.

But consideration of the site chosen for the building will reveal just why the transportation of this nominal weight of materials presented such a forbidding task. The spot selected was on the summit of the Koolau Range about four miles by air from the little village of Hauula, on the North-east coast of Oahu and on the Kamehameha Highway which encircles the island. But these four miles are twice that many hours of hard, dangerous mountain climbing along high steep cliffs, stung by rain and buffeted by the strong North-east Trade winds that blow almost unceasingly. The trail winds along over ground eroded and softened by wind and rain and so steep and treacherous that each step must be guarded lest the ground give way beneath the traveller and hurl him into the depths of the chasm below. Not even the sure-footed pack mule can traverse that trail. Hunters out for the wild pigs that roam the wild, barely accessible summit, find that they can do no hunting the first day; the climb from sea-level to the 2,300 foot summit of the range is a full day's work in itself. Hence the transportation of 1,200 pounds of sheet iron, lumber and nails, represented many, many hours of gruelling labor, hardship and danger.

The Army Air Corps, however, solved the problem by offering the use of an Army Bomber to transport the materials by air and drop them at the required place. Accordingly, the galvanized iron for the sides and the roofing, together with the wooden framework members, were cut to convenient lengths and then done up into three (3) bundles and sent to the 23rd Bombardment Squadron at Luke Field for delivery. The forest rangers proceeded to the site unhampered by heavy loads and marked the spot with white cloth panels. Captain R. Baez, Jr., Squadron Commander and Lieutenant Howard Moore, Squadron Operations Officer, conducted an aerial reconnaissance over the territory and drew up a plan of operations. It was found that the almost vertical cliffs on the Northeast side of the Koolau Range interpose a barrier to the strong trade winds and cause a vertical current of warm, moist air up the side of the mountain range. This current is cooled by the 300-foot ascent, and the moisture is condensed into huge cumulus clouds which form and hover along the summit of the range, usually with no space intervening between clouds and mountain. Observation disclosed that occasionally rifts occurred in the clouds, and it was decided that by taking advantage of these rifts, a pilot could fly over the panel and drop the bundles. Back at Luke Field an external bomb rack which is required for heavy loads, was fitted to a Keystone B-5A airplane and a system of slings was devised whereby the bundles could be slung from the bomb rack.

Master Sergeant Samuel J. Davis, enlisted pilot of the 23rd Bombardment Squadron, Air Corps, was selected to fly the bomber and drop the bundles at the first opportunity. The first day, after several hours of patient waiting, he succeeded in dropping one bundle. Then three days of heavy, continuous rain prevented further trials; but on the fourth day the rain ceased, and Sergeant Davis resumed his bombing practice and succeeded in dropping the remaining two bundles.

For an initial attempt at low altitude bombing under hazardous conditions the operations were eminently successful. All three bundles landed in the little clearing, and the last two were only a few feet from the panel. In about six hours of flying, the Air Corps had accomplished a task which would have taken at least two weeks by other methods.

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#### BARKSDALE FIELD, LA., COMES INTO ACTION

Since a rainy morning October 31, 1932, when a special train brought them here, Barksdale Field, Shreveport, Louisiana, has been recognized as home by the Twentieth Pursuit Group. For nearly two years this lusty new addition to the Air Corps has tried valiantly and with commendable success to make the wartime buildings of Mather Field, California, house its first uncertain growth. In contrast to the California home the ambitious building program at Barksdale, admirably planned in every detail and 47 percent completed, made a powerful impression upon the officers and men of the Group and has served as a strong incentive toward the attainment of a high standard of efficiency and morale. This ambition was further heightened by the warm welcome and thoughtful provisions made by the earlier arrivals for the comfort of the Mather Field contingent.

The buildings at Barksdale are of the conventional concrete hollow tile and steel construction and the heating, lighting, ventilating and refrigerating units, and the general completeness of details designed to promote comfort and efficiency are a constant source of pride and satisfaction. Technical and administrative buildings give the impression of farsighted and generous provision for the work to be performed there while the barracks and the commissioned and non-commissioned officers' quarters, of a modified French type of architecture, are the last word in comfort and convenience.

A system of landscape gardening, wisely conceived, will also eventually add its share to the ultimate effect that will rank Barksdale Field as one of the Air Corps' most ambitious projects.

(Barksdale will eventually be the home of the Third Attack Wing, when the 3rd Wing Hq. and the 3rd Attack Group are moved from their present home at Fort Crockett, Galveston, Texas, to augment the 20th Pursuit Group at Barksdale.)



## NEW TWO-SEATER PURSUIT PLANE TO BE TESTED



FOLLOWING the announcement in the last issue of the News Letter that a new Pursuit airplane (XP-934) of low wing all-metal construction, having a monocoque fuselage and equipped with automatic slots and flaps, was delivered to the Air Corps Materiel Division, Wright Field, Dayton, Ohio, for full performance testing, comes a further announcement that another two-seater Pursuit airplane is making its bow to the Air Corps, this being a new bi-place ship delivered to the Materiel Division by the Consolidated Aircraft Corporation of Buffalo, New York.

The new airplane, technically known as the Y1P-25, is an all-metal low wing monoplane with monocoque fuselage, powered with a single V-1570 engine. The radiator is of the tunnel type. The retractable landing gear folds flush into the wing. The cockpits are enclosed, the design being cleanly streamlined into the lines of the airplane. The Y1P will be given full performance testing by the Wright Field test pilots.

The post-war Pursuit design has been that of single-seaters, although the need of two-seater Pursuit has been acknowledged for the past several years. Another such two-seater now in use by the Air Corps is the Berliner-Joyce P-16, with which the 94th Pursuit Squadron, Selfridge Field, Mich., is equipped.

Our Wright Field Correspondent reports that the XP-934 arrived at the Materiel Division in November, being flown in by H.A. Sutton, of the Curtiss Company, but formerly of McCook Field. He is well remembered for his spinning tests of the O-2 airplane, in which at personal risk he obtained information necessary for the correction of the faulty flying characteristics of that airplane. He was at that time Captain Harry Sutton, U.S. Army Air Corps, and retains many friends among officers and civilians at Wright Field.

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## RESERVE OFFICERS MEET TO DISCUSS THEIR PROBLEMS

The following was received from the Air Corps Reserve Officers' Association of the United States:

The new Air Corps Reserve Officers' Association of the United States in this capacity met in their first business meeting at the Hotel President, Kansas City, Missouri, on October 29, 1932. Taking up their work where they left off at the conclusion of the organization meeting in Chicago last April, ends were discussed, policies were formulated to suit the special problems of the Air Corps Reserve units in the nine Corps Areas of the country. The need for an organization of this kind has long been felt by the Air Reserve units, resulting last October in an immediate attack upon the problems confronting them at the present time.

While most members of the new Association are also affiliated with the National Reserve Officers' Association, it is felt that the uniqueness of the problems of the Air Corps Reserve can best be dealt with by men in close contact with the difficulties themselves. It is expected that cooperation between the associations will be unanimous, with a distinct benefit to both. One of the major problems discussed at the last meeting was that of providing more flying time for Air Corps Reserve units. While this has always been somewhat of a bugbear, it has only been in recent years that it has taken on vital significance. With the increased output of Army trained pilots from the Regular Army Training Center at Randolph Field, Texas, it has been found necessary to relegate the greater percentage of these men to inactive status. In due course of time, the new officers are attached to some one of the Air Corps Reserve units scattered about the country. This factor and others have conspired to reduce the flying time per man to such an extent that he cannot get enough flying practice to keep up his confidence and morale as a flying officer.

An aircraft replacement program was given initial discussion, along with increasing the cross-country flying limits for Reserve Officers. Insurance for Army pilots trained since the World War was given the attention of the Association. Putting the Air Corps Reserves on a pay scale similar to the National Guard was mentioned as a possibility. In order to render expert advice, ten Regular Army officers, including Captain "Ted" Koenig, head of Reserve affairs at Washington, were in attendance, in addition to 18 Reserve officers from the several Corps Areas. The men attending the Convention and meeting were: Lieut. C.J. Kenney, Long Island; Lieut. L.S. Webster, Chicago; Capt. L.C. Harper, National Secretary and Treasurer, New York; Lieut. R.C. Farrell, National Judge Advocate, Kansas City; Capt. G.V. Kelly, National President, New York; Lieut. A.J. Reinhart, Senior Vice President, Dallas, Texas; Major W.L. Plummer, Atlanta, Ga.; Capt. Fred E. Edwards, San Francisco; Major W.F. Centner, Columbus, Ohio; Major H.J. Bazley, Capt. Sam Eaton, Lieut. V.L. Hubbard, Pittsburgh, Pa.; Capt. W.C. Lewis, Clint Johnson, Oklahoma City, Okla.; Capt. Wm. B. Wright, Lieuts. Woffard E. Lewis, Alford D. Hillman, Kansas City, Mo.; Major C.F. Gilchrist, Capt. Roy V. Sheldon, Lieut. Albert M. Lehr, Jr., Tulsa, Okla.; Major Atlas M. Speer, Chicago; Capt. A.M. Woody, Louisville, Ky.; W.F. Kyle, Seattle, Wash.; Greff Allen, New York, and Lieut. Raymond R. Brown, Atlanta, Ga.

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## MAJOR GILKESON HAS FORCED LANDING AT SELFRIDGE

Major A.H. Gilkeson, Executive Officer at Selfridge Field, Mich., experienced several different emotions while on a flight near Selfridge on December 7th, when his motor cut cold and refused to start again. The Major was out on an individual acrobatic mission, flying above the clouds at an altitude of about 6,000 feet. When the motor cut out and he could not start it again by diving and working the various gadgets in the cockpit, the Major headed in a glide in the general direction of Selfridge Field. When he emerged beneath the clouds, at about 2,000 feet, he was greatly relieved to find himself directly over the town of Mt. Clemens and not very far from the field. However, he was none too close to his home port, for by gliding at the best angle he came in over the edge of the field at only about a hundred feet and landed quite some distance from the hangars.

Lieut. Jacobs, Engineering Officer of the 17th Pursuit Squadron, examined the motor immediately after the forced landing and tentatively diagnosed the trouble as water in the gas freezing on the carburetor jets.

## MASSACHUSETTS NATIONAL GUARD AIRMEN IN NEW QUARTERS

By the News Letter Correspondent

**T**HE 26th Division Aviation, Massachusetts National Guard, is housed in its new building at the Boston Airport, having moved in officially during the dedication ceremonies the latter part of September. The new building is the finest structure of its kind to be found in the United States. Being a combination administration building and hangar, it houses all the activities of the Division Aviation under one roof. It is a modern, up-to-the-minute plant which reflects a great deal of credit on those whose initiative and planning resulted in its erection. A description of the building and its furnishings will be given in an early issue of the News Letter, but in the meantime every member of the Air Corps is cordially invited to visit Boston and inspect for himself the new building, and to partake of its many conveniences and facilities. A friendly welcome and, perhaps an initiation, await all who come this way.

The General Staff of the 26th Division, Mass. N.G., just completed the first semester of an Observers' School established by the Division Air Officer, Lt.-Col. L.E. Boutwell, for the purpose of familiarizing the officers of the Staff with the problems encountered in aerial observation, to demonstrate its scope and its limitations, and to provide sufficient training in that subject so that each Staff Officer could, if the occasion arose, be detailed to make an aerial reconnaissance himself. The results are considered excellent so far, and it is with a great deal of anticipation that the Staff looks forward to the resumption of the course when weather permits next Spring. The last problem - a puff target practice - was conducted in such windy, zero weather that the Staff was dubbed the "26th Division Frostbite Staff."

The foregoing is only one phase of liaison which this organization is conducting with the rest of the Division. Such missions as practice in communications involving the establishment of message pick-up stations and panel stations; defense against aircraft; contact missions, and so forth, have been conducted with other branches during the last training year. A long series of missions was conducted with the 101st Field Artillery, using the familiar puff targets, the rest of the procedure of fire control being simulated to the Queen's taste. The organization has also just completed making aerial photographs of every State Armory in the Commonwealth for the State Quartermaster's Department. This work has been carried on for two years, and now that it is completed the value of such work is apparent. As a training medium with definite results, it cannot be excelled, for every pilot and observer was engaged in getting photos of the 53 armories, approximately 250 aerial views being taken, from which the best ones were selected. The Executive Department of the State has used air transportation extensively.

Training is being kept up to a high standard, and every Saturday afternoon a scheduled training program is carried out. To the casual observer watching the functioning of one of these schedules, it creates the impression that these boys do this sort of work continually instead of weekly. There is a remarkable lack of fuss and excitement, the take-offs and landings of each mission being made on scheduled time to the minute. It has thus been possible to carry out such work as aerial gunnery on the edge of a busy harbor like Boston with no danger, the time of fire being accurately held under control. Our ground targets are located on one of the harbor islands, and the aerial range is flown between the mainland and the outermost lighthouse. Under these conditions it has been possible to qualify the following aerial gunners: Expert, Lieut. Howard Keith, 740; Sharpshooters, Lieuts. Allen Thompson, 655; Wilfred Ashworth, 639; Henry Harris, 631; Bradford Shaw, 627; George Kimball, 519; Marksmen, Lieuts. Frank Kendall, 486; Joe Ballard, 459; Don Flinn, 407.

All of these officers are observers, the pilots losing out on the completion of their fire. Two-way radio communication was developed to the extent that conversation between ships, and from ground to ship and back are now part of the weekly scheduled problems. On a recent night training flight to Hartford, Conn., the radio ships were heard as soon as they took off from Hartford for Boston, 90 miles away, but communication to the ships was not possible until the range was considerably shortened, due to broadcast interference, WGN at Chicago being the worst conflict on our wave. It will be a happy day when or if the Air Corps secures some radio equipment which will operate outside the broadcast band and in its own channel.

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### BOMBARDMENT BOARD IN SESSION

A Bombardment Board, convened on November 1st at Wright Field, Dayton, Ohio, and sat through the remainder of that week, studying the relative merits of several types of Bombardment airplanes, both as to flying qualities and general usefulness to the Air Corps. Those comprising the Board were Lieut.-Col. J.H. Pirie and Capt. C.L. Cummings, Office of the Chief of the Air Corps; Major H.A. Dargue and Lieut. C.W. O'Connor, Langley Field, Va.; Major Carl Spatz, J.T. McNarney and Lieut. C.H. Howard, March Field, Calif.; Lieut. K.N. Walker, Maxwell Field, Ala.; Capt. J.G. Taylor and Lieut. L.F. Harvan, Wright Field, Ohio.

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### HEAVY SNOWFALL PERMITS SKI FLYING AT SELFRIDGE FIELD

A snow storm in the middle of November, lasting almost 24 hours, gave Selfridge Field a blanket of snow over six inches deep. The winter continued cold during the following days, and at the time the News Letter Correspondent submitted this item he said that "the snow is still with us." Every squadron at the field had several of its ships equipped with skis, so that every pilot was able to get some time practicing landings and take-offs on this type of undercarriage.

"For many of those here, ski flying is a brand new experience," says the Selfridge Correspondent, "for it has been two years since enough snow has fallen here to enable planes to use this field for ski operations. If the weather of the past two weeks is any indication of the winter we will have, all squadrons here will probably have to fly exclusively with skis during mid-winter."

## AIR CORPS LOSES FOUR OFFICERS

The Army Air Corps was rather hard hit in the matter of casualties among its commissioned personnel during the past few weeks. Two of its veteran officers, Captains Louis R. Knight and Asa J. Etheridge, died from natural causes, while two younger officers, 2nd Lieuts. Donald W. Armagost and Laddie J. Miller, the latter of the Air Reserve, were killed when, during the course of a blind flying training mission, the airplane dived into San Francisco Bay. According to press reports, eye witnesses stated that there was an explosion before the craft hit the water. The airplane was completely wrecked and recovered without the engine. Up to this writing, the bodies of the two officers had not been recovered. The telegraphic report on the accident states that the cause thereof is unknown and that a board of officers was appointed to investigate same.

Captain Knight succumbed to heart trouble. He had been suffering from high blood pressure for the past several years. A native of Brownwood, Texas, Captain Knight was born September 21, 1880. He served in the Spanish-American War as Private, Company K, 2nd Regiment Texas Infantry, from May 13, 1898, to November 9, 1898. Upon the entry of the United States in the World War, he attended the first Officers' Training Camp at Leon Springs, Texas; was commissioned Captain, Infantry Reserve Corps, August 15, 1917, and assigned to duty with the 159th Inf. (5th California) 40th Division, Camp Kearney, Calif. Shortly thereafter, he transferred to the Aviation Section, Signal Corps; served for a month at the School of Military Aeronautics, Atlanta, Ga., and was then transferred to Wilbur Wright Field, Ohio, February 16, 1918. For a brief period he commanded the 265th Aero Squadron, but upon the opening of the Armorers' School at this field, March 15, 1918, he was assigned as Adjutant thereof.

The efficient services Captain Knight rendered earned him a promotion to the rank of Major in September, 1918. On December 14, 1918, he was transferred to the Aviation Repair Depot, Montgomery, Ala., where he remained until April, 1920, when he was transferred to the Aviation Supply and Repair Depot, Rockwell Field, Calif. While at Wilbur Wright Field and at Taylor Field, Montgomery, he availed himself of every opportunity to perfect himself in flying, and on March 31, 1919, he passed the necessary tests and was rated a Reserve Military Aviator. He was appointed a Captain in the Regular Army, July 1, 1920.

Captain Knight's next assignment was at Langley Field, Va., where he graduated from the Air Corps Tactical School and also served at this institution as an instructor. In 1923 he was assigned to Boston, Mass., for duty as Air Officer of the First Corps Area. After a two-year tour of duty in the Philippines, where for one year he was in command of Kindley Field, he was transferred to Brooks Field, Texas, where he served for about five years until May, 1932, when he was again assigned to Boston, this time in command of the R.O.T.C. Unit of the Massachusetts Institute of Technology.

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Captain Etheridge, who died in Honolulu from pneumonia following an appendicitis operation, was one of the real veterans in the Air Corps, being affiliated with Army aviation practically from its beginning. He was born September 6, 1875, at Columbia, N.C. Entering the military service in 1897, he served three years with the Coast Artillery Corps, three with the Army Service Corps at West Point, N.Y., six with the Signal Corps and six with the Aviation Section, Signal Corps, holding the grade of Master Signal Electrician at the time of his appointment as 1st Lieutenant, September 20, 1917. He served with the 1st Aero Squadron and saw service across the border during the Punitive Expedition into Mexico. His expertness in engines and airplanes enabled him to render invaluable service during this emergency.

On September 24, 1917, Captain Etheridge was assigned to duty at Scott Field, Ill., as Officer in Charge of the Engineering Department. He received his promotion to Captain on Feb. 19, 1918. In January, 1919, he was transferred to the Aviation Repair Depot at Indianapolis, Ind., served there for several months and then returned to Scott Field. In December of that year, he was assigned to duty at Brooks Field, Texas. He received appointment as 1st Lieutenant, Regular Army, July 1, 1920.

Completing the lighter-than-air course at the Balloon School at Ross Field Arcadia, Calif., and being rated Balloon Observer, March 27, 1922, Captain Etheridge was assigned to duty at Lee Hall, Va., and commanded the 22nd Balloon Company. Early in 1923, he was transferred to Langley Field, Va., and after several months' duty at that station was assigned to the Advanced Flying School, Kelly Field, Texas, where he completed the Special Observers' Course. He completed a tour of duty in Hawaii, served for several years at Selfridge Field, Mich., and was on a second tour of duty in Hawaii at the time of his death.

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Lieut. Armagost, a native of Kansas, was born on March 7, 1905. He graduated from the U.S. Military Academy, West Point, N.Y., June, 1929, and assigned to the Cavalry. Detailed to the Air Corps, he commenced flying training with the October 15, 1929, class at March Field, Calif. He graduated from this school, also from the Advanced Flying School, Kelly Field, Texas, and rated Airplane Pilot and Airplane Observer, October 11, 1930. He had just completed a tour of duty in Hawaii and was transferred to Crissy Field, Calif., when the unfortunate accident terminated the career of this promising young officer.

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Lieut. Miller was born at Colorado Springs, Colo., Sept. 21, 1902. He graduated from the University of Nevada, and attended the University of California for six months. Appointed a Flying Cadet, he commenced flying training at March Field on July 1, 1929, completing the course there as well as at the Advanced Flying School, Kelly Field. On June 21, 1930, he was commissioned a 2nd Lieut., Air Reserve, and rated Airplane Pilot and Airplane Observer. He completed a period of 16 months of active duty at Crissy Field, Calif., and at the time of the fatal accident was on two weeks' active duty at this field under his Reserve commission.

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The Air Corps feels the loss of these officers very keenly, and extends its deepest sympathy to their bereaved families.

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Send in your contributions to the News Letter on the 1st and 15th of the month. Have not heard as yet from Barksdale Field and would appreciate Langley Field resuming its former newsy contributions. And what has happened at Mitchel Field and Maxwell Field?

(Barksdale Field came in just before we went to press, - and some of the dope is included in this issue.)

## PREPARING FOR ANOTHER INVASION OF THE ANTARCTIC REGIONS



low-wing all-metal monoplane circled Wright Field, Dayton, Ohio, on November 29th and came in for a landing. Closer inspection showed it to be a Northrup "Gamma," powered with a single Wasp motor, and both sides bore the legend in fuselage high letters - "Ellsworth Trans-Antarctic Flight." When it stopped, Messrs. Bernt Balchen and E.T. Allen climbed out. Both are well-known veteran flyers. The former is especially remembered for his connection with the Trans-Atlantic Flight of Admiral Richard E. Byrd in 1927, and later with Admiral Byrd's Expedition to the Antarctic regions. Mr. Allen was in the flying game for a long time, and when the Air Corps Engineering Division was located at McCook Field, Dayton, he was on duty there as civilian test pilot. He is at present connected with the Northrup Company.

According to the News Letter Correspondent from Wright Field, "they were flying the plane, they explained, from the Northrup plant, Fairbanks, California, to New York, where, about the first of the year, they expect to board ship for the Arctic regions. They will take the plane with them in order to give it a thorough testing and also to test various types of equipment in temperatures of 50 degrees below zero and colder. These tests are to be in preparation for an expedition into the Antarctic upon which they hope to embark in August, with Sir Hubert Wilkins in charge. During the expedition, Lincoln Ellsworth and Bernt Balchen in the "Gamma" will attempt a flight from Ross Sea across the polar region to Weddell Sea for the purpose of learning whether the two seas are connected and also to discover whether the high range of mountains crossing that region is a continuation of the Andes range.

The flight will necessarily be non-stop from their base across Ross Sea to Weddell Sea and back again, with no chance of a landing, a distance of 3,200 miles. Leaving in August, they hope to arrive at their base in October or November, which is the Antarctic summer season. Fully automatic cameras will record the terrain they fly over. The plane is at present also equipped with a two-way radio set - long and short wave, an aperiodic compass, a directional gyro and drift meter. Final decision as to instruments will be made as a result of the preparatory Arctic tests. After a short visit, the two pilots continued their flight eastward."

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## NO DEARTH OF CANDIDATES AMONG MASSACHUSETTS NATIONAL GUARD AIRMEN FOR SEAT OF HONOR

"At a recent drill period," writes the News Letter Correspondent of the 26th Division Air Service, Massachusetts National Guard, Boston, "a prolonged discussion took place, replete with legal phraseology, between two of our talented members of the bar (law) with regard to the occupancy of the revered 'Seat of Honor.' It seems that the Assistant Operations Officer, Lieut. John Sherburne, felt that his photograph in the Seat was an act of discourtesy to the Division Air Officer, Lieut.-Col. Boutwell, inasmuch as his (John's) modus operandi of acquiring the honor was open and above board, being nothing less than colliding with a small object such as a hangar, or a truck, or something insignificant like that, whereas the Colonel had, by high rank and authority valiantly endeavored to hush up an incident involving the elimination of a boundary light on the Airport by trying to run it off the field with a BT-1, the effect being disastrous to the light as well as the propeller and radiator, the subsequent leak making it appear as if Boston Harbor had overflowed its banks. The result of the discussion was, of course, a change of photographs in the frame. The Colonel's one NO vote was, however, insufficient to overcome the other 24 YES votes in the Squadron, as is usually the case.

It is felt, however, that due credit for honor is oftentimes overlooked in awarding the occupancy of the Seat of Honor, and this Correspondent's memory recalls a number of instances worthy of mention which were not brought up for consideration in due course. There was the case of Lieut. Frank Otis who neglected to keep on flying after a message pick-up at the gunnery range. Then there is the case of Lieut. Crawford Hollidge who, returning from Boston with a few loose articles in the cockpit, was much chagrined at not finding them when he landed. But his chagrin was nothing compared to his embarrassment when the remains of said articles were presented to him by the searching party which saw them fall out of the ship as he looped before landing. In another case, it may be that the narrow escape was sufficient, but it is recalled that Capt. "Pop" Luther never adorned the Frame for his parachute episode when, while making a practice jump, he pulled the rip cord too soon, wrapping the chute over the tail surfaces of the ship, but getting free with nothing more than a few small rents in the chute. We never lack candidates for honor positions."

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## SOUTH SEA INSECT INVADERS RANDOLPH FIELD

Randolph Field was forced to fight off its first overseas invasion recently, the invader, from the South Sea Islands, being known as an carwig. One hedge was almost destroyed before the insect was found by the Landscape Intelligence Department. Investigation following the dying out of a hedge fell upon one Charles Brooks, enlisted man. Digging about the roots of the hedge he found eight vicious insects, who leaped into the air and appeared about to attack him. He used great discretion because of a pair of wicked bayonets worn on the insect's hindmost parts. All but one of the insects was completely destroyed. Doctors and others around the hospital called the bugs poisonous. The head of one was removed but he continued to show evidence of life for two days. After the signs of life had disappeared, Brooks placed the remains of the insect in a match box and took it to Col. M.L. Crimmins at the Witte Memorial Museum. Here it was identified. The two bayonets worn as a rear guard by the invader, according to Col. Crimmins, are poisonous but not deadly in most cases. The bayonets also act as poles for vaulting from the ground for a quick take-off, as the bugs are winged though they seem to live largely on roots and underground feed.

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A war to the finish is being fought at March Field, Riverside, Calif., with the attacking forces consisting of the invincible "flu" germs. The hospital is full and many victims are at bay in quarters. The medical officers, however, have the situation well in hand, and no serious cases have so far developed.

## INCREASED PERSONNEL FOR ALBROOK FIELD

A sudden influx of 24 Air Corps officers into the Panama Canal Department gives Albrook Field, Canal Zone, a present strength of 38 Regular and Reserve officers with 8 more expected this December. With those assigned for quarters only, the strength of the post is now 50 officers, 531 enlisted men and 7 civilians.

At the present time, the 24th and 78th Pursuit Squadrons, the 44th Observation Squadron and the 80th Service Squadron garrison the field. The two Pursuit Squadrons are staggering along with six Pursuit ships apiece, "but rumor has it that we will have 20 P-12's by the first of the year," says the News Letter Correspondent. The work of the Pursuit Squadrons is further hampered by the lack of mud guards, as the Becings cannot be flown when the field is muddy. The 44th Observation squadron, with six ships available, is performing mostly cooperative missions with the numerous Infantry, Artillery and Engineering units on the Pacific side, both in the Canal Zone and in the interior. With the coming of maneuvers, the scope of cooperative missions will be greatly increased.

Albrook Field is in the tropics, but a combination of new type tropical construction in the buildings and quarters makes newcomers understand why the few old timers here keep plenty of blankets for the chilly night winds that come over the Continental Divide or in from the Pacific Ocean. Like all new posts, the buildings and equipment are available here at Albrook are modern and complete in every detail, and before leaving the States your Correspondent had heard of the open tropical construction, electric refrigerators, high dry closets and late autumn nights.

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## THERE ARE CHICKENS AND CHICKENS

One afternoon recently, a Captain of the Air Corps Technical School, Chanute Field, Ill., startled his tranquil home and family with the disturbing announcement that he would go to the local railroad station to meet the "four thirty-two morning train from Chicago to "pick up a couple of good looking chickens." This officer, known to be the soul of propriety, was not seriously doubted, but it was admitted that his action was to be viewed with some concern. Nothing further was said, his good lady preferring to regard it as a joke or to live in any slight tantalizing doubt, rather than to ask further and to receive a straight statement of shocking confirmation. However, when before retiring, the officer set the alarm clock with special care and tested it for double assurance of its proper functioning, even solidly founded family faith received a shaking. In the dark early morning, under the dim watchful rays of Orion, the sky giant, overhead, the Captain waded through eight inches of snow to the garage and backed out the family car, driving away not only with the car but with the deepest misgivings of his loved ones left behind. He was observed to meet the train with an expectant smile in which, on close scrutiny, could be seen an element of hidden excitement and well concealed delight. After the train stopped the Captain, to the surprise of those few who were present, literally carried out his expressed intention, and actually did pick up two of the best looking chickens in Illinois, which were being returned home after winning two first prizes at a Chicago Poultry Show.

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## COLLISION WITH HIGH TENSION POWER LINE PROVES FATAL

Lieut. Walter A. Oglesby of the 8th Attack Squadron, Fort Crockett, Texas, crashed into a high tension power line near the Seguin Road, about five miles from Randolph Field, on the afternoon of November 13th, and was killed instantly. On his way from Kelly Field, where he graduated last June, Lieut. Oglesby apparently was flying low when the wheels of his landing gear hit the wire, hurling the plane into the ground. The motor of the high powered Attack ship was thrown 40 feet from the remainder of the plane. The plane did not catch fire.

Lieut. Oglesby was on his way to Randolph Field, where he was to pick up Sgt. Jackson and return him to Fort Crockett, his home station. When the plane hit the high tension line, it cut two main line circuits between San Antonio and the power houses at New Braunfels, requiring a complete new hook-up to give the city electric power. A crew of Public Service men was sent to the scene to make repairs, this requiring several hours' work. Lieut. Oglesby, who was 23 years of age, is survived by his mother, Mrs. B.J. Oglesby, Charleston, S.C. He was graduated from the Citadel Military College of Charleston, S.C., in 1931, and played on the varsity football team.

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## KITCHEN MECHANIC DECIDES TO BECOME AVIATION MECHANIC

The Secretary of the Air Corps Technical School, Chanute Field, Rantoul, Ill., daily has his sense of humor whetted by letters received from applicants for enlistment. One recently received from a native of South Dakota and addressed to the "Manager, Airways Technical Army School, Shanute Field, Rantoul, Ill.," reads as follows:

"Dear Sir:

I've been reading about you in Popular Mechanics and I've had a scrap with the old hellion I work for and I'm tired of being a kitchen mechanic and have decided to become a Aviation Mechanic. I am a good girl twenty two years of age, weigh plenty and never get dizzy. So tell me when I'm to come to Rantoul, because I'm going to join the army or know the reason why

(Signed by the lady)

Note: She was delicately but definitely informed of the reason why.

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A large group of R.O.T.C. students from the Pasadena Junior College, Calif., paid a visit to March Field recently for the purpose of seeing the Air Corps in action. Under the direction of 2nd Lieut. Harry Crutcher, the visitors were given an opportunity to inspect the airplanes, shops, barracks, parachute department, hangars and supply departments, and to witness an aerial review and inspection conducted by the First Bombardment Wing.















